



Working together to plan for the future

BOARD PACKET

October 20, 2014

**COMPASS BOARD MEETING DATES
November 2014 – December 2014**

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
<p>Monday, November 17, 2014</p>	<p align="center">COMPASS 1st Floor Board Room 700 NE 2nd Street Meridian, Idaho</p>	<p>Approve <i>Communities in Motion 2045</i> Public Involvement Plan</p> <p>Adopt Resolution Amending the FY2015-2019 Regional Transportation Improvement Program</p> <p>Adopt Resolution Amending the FY2014-2018 Regional Transportation Improvement Program</p> <p>Adopt Resolution Approving Rural Project Priorities</p> <p>Accept <i>Communities in Motion 2040</i> Housing Forecast</p> <p>Approve Revised Development Review Protocol</p> <p>Approve Transportation Improvement Program (TIP) Application Process and Guide</p>
<p>Monday, December 15, 2014</p>	<p align="center">Nampa Civic Center 311 3rd Street South Nampa, Idaho</p>	<p>Provide 30 Day Notice of Annual Meeting</p> <p>Establish 2015 Board and Executive Committee Meeting Dates</p> <p>Adopt Resolution Amending the COMPASS Joint Powers Agreement and Board Bylaws</p> <p>Adopt Resolution Approving Revision 1 of the FY2015 Unified Planning Work Program and Budget</p> <p>Approve 2015 Idaho Legislative Session Position Statements</p>

MAKING A MOTION:

1. **Seek recognition from the chair.**
2. **When you are recognized, say, "I move..."**
State your motion clearly, concisely, and completely.
3. **Wait for someone to "second" your motion.**
A "second" does not imply the person making the second agrees with the motion – only that he/she agrees it should be debated.
4. **Wait while the chair restates the motion.**
Be prepared to provide the motion to the chair in writing, if needed or requested, to ensure the chair accurately restates it.
5. **Respectfully debate your motion.**
As the person making the motion, you have the right to speak first, but do not have to. When you speak, state your opinion then respectfully listen to, and consider, other opinions.
6. **Wait for the chair to take a vote.**
After discussion is complete, the chair will call for a vote.
7. **Listen as the chair announces the result of the vote.**

Motions to Protect Rights:
• Division of the Assembly
• Point of order
• Appeal chair's ruling
• Point of information
• Parliamentary inquiry
Motions to Choose Voting Methods:
• Vote by ballot, roll call, counted vote
• Choose method of nominations
• Open or close nominates or the polls
Motions to Delay Action:
• Refer to a committee
• Postpone to a definite time
• Recess
• Adjourn
• Postpone indefinitely
• Lay on the table
Motions to Vary the Procedures:
• Suspend the rules
• Divide the question
• Request to withdraw a motion
• Request relief from duty – or resign
Motions to Re-examine:
• Reconsider
• Rescind/Amend something previously adopted
• Take from the table
• Discharge a committee

To Change a Proposed Motion:
Amend Motions to Raise Urgent Issues:
• Question of privilege
• Orders of the day
• Object to consideration
Motions to Control Debate:
• Limit debate
• Previous question

TABLE OF RULES RELATING TO MOTIONS:

Motion	Debate?	Amend?	Vote
Adjourn	No	No	Majority
Amend	Yes	Yes	Majority
Amend Something Previously Adopted	Yes	Yes	(a) Majority with notice; or (b) 2/3; or (c) Majority of entire membership
Appeal	Normally	No	Majority in negative required to reverse chair's decision
Commit	Yes	Yes	Majority
Debate, Close (Previous Question)	No	No	2/3
Debate, Limit or Extend Limits of	No	Yes	2/3
Main Motion	Yes	Yes	Majority
Postpone	Yes	Yes	Majority
Previous Question	No	No	2/3
Recess	No	Yes	Majority
Reconsider	If motion to be reconsidered debatable	No	Majority
Rescind	Yes	Yes	(a) Majority with notice; or (b) 2/3; or (c) Majority of entire membership
Refer (Commit)	Yes	Yes	Majority
Suspend the Rules (of Order)	No	No	2/3
Suspend the Rules (standing or convention standing rules)	No	No	Majority
Voting, motions relating to	No	Yes	Majority

- 2:35 *D. **Approve Transportation Service Coordination Plan Update** Liisa Itkonen
Page 83 *Liisa Itkonen will seek approval of the update to the Transportation Service Coordination Plan.*
- 2:45 *E. **Approve Employee Health Care Plan Trust Agreement** Megan Larsen
Page 85 *Megan Larsen will seek Board approval of the Trust Agreement that will enable COMPASS to join the health care plan trust effective January 2, 2015.*

VIII. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY) (3:00)

- Page 110 *A. **Staff Activity Report**
- Page 115 *B. **Status Report – Current Air Quality Efforts**
- Page 118 *C. **Status Report – Current Transportation Project Information**
- Page 127 *D. **Status Report – Standing Committees' Attendance**
- Page 132 *E. **Administrative Modifications**

IX. ADJOURNMENT (3:10)

*Enclosures. Times are approximate. Agenda is subject to change.

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**BOARD OF DIRECTORS' MEETING
SEPTEMBER 15, 2014
COMPASS, 1ST FLOOR BOARD ROOM
700 NE 2ND STREET, MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES: Rebecca Arnold, Commissioner, Ada County Highway District
Sara Baker, Commissioner, Ada County Highway District, **Vice Chair**
Dave Case, Commissioner, Ada County
Elaine Clegg, Councilwoman, City of Boise
Elizabeth Conner for John Evans, Mayor, Garden City
Kelli Fairless, Valley Regional Transit
Jim Hansen, Commissioner, Ada County Highway District
Bob Henry, Mayor, City of Nampa
Maryanne Jordan, Councilwoman, City of Boise
Kathleen Lacey for Dave Bieter, Mayor, City of Boise
Megan Leatherman for Jim Tibbs, Commissioner, Ada County
Justin Lucas for Tammy de Weerd, Mayor, City of Meridian
John McEvoy, Commissioner, Canyon Highway District #4
Bryce Millar, Commissioner, Nampa Highway District #1, **Immediate Past Chair**
Greg Nelson, Mayor, City of Kuna
Brent Orton, City of Caldwell
Patricia Nilsson for Kathy Alder, Commissioner, Canyon County
Paul Raymond, Councilman, City of Nampa
Amy Revis, Idaho Transportation Department
Charlie Rountree, Councilman, City of Meridian, **Chair**
Matt Stoll, Executive Director, Community Planning Association, Ex officio
Bill Vaughan for Jim Reynolds, Mayor, City of Eagle
Pete Wagner, Department of Environmental Quality

MEMBERS John Brunelle, Capitol City Development Corporation
ABSENT: Craig Hanson, Commissioner, Canyon County
David Hensley, Governor's Office, Ex officio
Bruce Krosch, Southwest District Health, Ex officio
Nathan Leigh, Mayor, City of Parma
Luke McHenry, City of Wilder
Nathan Mitchell, Mayor, City of Star
Garret Nancolas, Mayor, City of Caldwell, **Chair Elect**
Nicole Nimmons, Boise State University
Patrick Rice, Greater Boise Auditorium District, Ex officio
Steven Rule, Commissioner, Canyon County, **Secretary-Treasurer**
Darin Taylor, Mayor, City of Middleton
Rick Yzaguirre, Commissioner, Ada County

OTHERS: Aaron Bauges, Idaho Transportation Department
Nancy Brecks, Community Planning Association
Ken Burgess, Veritas Advisors
Scott Frey, Federal Highway Administration
Pete Hartman, Federal Highway Administration
Liisa Itkonen, Community Planning Association
Rhonda Jalbert, Valley Regional Transit
Megan Larsen, Community Planning Association
Amy Luft, Community Planning Association
Don Matson, Community Planning Association
Carl Miller, Community Planning Association
Toni Tisdale, Community Planning Association
Dave Wallace, Ada County Highway District

CALL TO ORDER:

Vice Chair Baker called the meeting to order at 1:37 pm.

AGENDA ADDITIONS/CHANGES

Bob Henry moved and Dave Case seconded adoption of the September 15, 2014, agenda as presented. Motion passed unanimously.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

- A. Approve August 18, 2014, Board Meeting Minutes**
- B. Receive Approved July 15, 2014, Executive Committee Meeting Minutes**
- C. Receive Approved June 19, 2014, Finance Committee Meeting Minutes**
- D. Approve List of Records for Destruction**
- E. Approve Updates to Records**

Greg Nelson moved and Maryanne Jordan seconded approval of the Consent Agenda as presented. Motion passed unanimously.

SPECIAL ITEMS

A. Status Report - State and Federal Legislative Issues

Ken Burgess deferred his status report until after Information/Discussion Item VII-A.

INFORMATION/DISCUSSION ITEMS

A. Receive Certification Review Report

Pete Hartman and Scott Frey, FHWA, outlined the Certification Review process, as well as overall results, including findings, commendations, recommendations, and corrective actions. COMPASS is "certified with conditions," for the next four years. Three minor corrective actions were noted, with specific deadlines for completion:

- Develop overarching public participation plan covering all the facets of COMPASS' transportation planning: due 2015
- Regional long-range transportation plan needs to address bike and pedestrian transportation as unique and separate transportation modes: due 2019
- Regional Transportation Improvement Program must include any significant public comments, COMPASS responses and follow up action: due 2015

ACTION ITEMS

A. Adopt Resolution 13-2014 Approving the FY2015-2019 Regional Transportation Improvement Program (TIP) and Air Quality Conformity Demonstration

Toni Tisdale provided a status report on the FY2015-2019 TIP. Due to proposed last-minute changes to the TIP by the Idaho Transportation Department requiring an additional public comment period, Toni recommended the item be tabled until October to allow time for additional public comment.

After discussion, **Bob Henry moved and Elaine Clegg seconded to delay adoption of the FY2015-2019 Regional Transportation Improvement Program until after an additional public comment period. Motion passed unanimously.**

B. Discuss and Approve the Recommended Updates to the COMPASS Board Structure and Committee Structure

Matt Stoll presented the Executive Committee recommended updates to the COMPASS Board structure and committee structure and moving forward with revising the Joint Powers Agreement and COMPASS Bylaws.

Discussion:

Elaine Clegg:

- Sees benefit in keeping the Public Participation Committee as a Standing Committee.
- Board should approve any major TIP amendments.
- Board should set priorities in TIP.
- The annual audit should be provided to the Board.
- Board should approve grant implementation program and transportation alternative program.

Patricia Nilsson:

- Board should receive RTAC minutes after each RTAC meeting, and minutes should be more in depth to show the flavor of the conversation of a minority opinion not just the tally of a consensus vote.

Bob Henry:

- As discussed at the Executive Committee, if there are two or more dissenting votes on an issue, it should be taken to the full Board for resolution.

Rebecca Arnold:

- Noted that comments received from ACHD, were made by its staff and attorney may or may not represent the views of the Commissioners.
- Not comfortable with abdicating the Board's responsibilities with decision making authority to a very small group, e.g. the Executive Committee.
- If the Executive Committee cannot reach a unanimous vote on an issue, the issue should come back to the Board.
- Would like to limit the things the Executive Committee would have approval over.
- Concerned with the Executive Committee being able to approve grant applications or grants.

Greg Nelson:

- Not comfortable with the proposal as presented, feels the Board needs to be more involved because the small cities are not represented on the Executive Committee.

Kelli Fairless:

- There needs to be a stated distinction between what are the policy functions which are the full Board responsibilities and what gets delegated.

After discussion, **Bob Henry moved and Elaine Clegg seconded to direct staff to move forward in the restructuring process, taking into consideration concerns expressed by Board members. Staff to work with the attorneys' on the proposed revisions to the Joint Powers Agreement and COMPASS Bylaws and send to the full Board for comment prior to submitting to the Executive Committee in October 2014. Motion passed unanimously.**

C. *Accept Communities in Motion 2040 Change in Motion Report*

Carl Miller presented the *Communities in Motion 2040 Change in Motion Report* for Board acceptance. Carl said COMPASS staff will work with member agencies on their targets at a tutorial session planned for fall 2014.

After discussion, **Sara Baker moved and Elaine Clegg seconded acceptance of the *Communities in Motion 2040 Change in Motion Report* as presented. Motion passed unanimously.**

ADJOURNMENT

Dave Case moved and Bob Henry seconded adjournment at 3:01 pm. Motion passed unanimously.

Dated this 20th day of October 2014.

Approved:

**By: _____
Charlie Rountree, Chair
Community Planning Association of
Southwest Idaho**

Attest:

**By: _____
Matthew J. Stoll, Executive Director
Community Planning Association of
Southwest Idaho**

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ITEM V-B

EXECUTIVE COMMITTEE MEETING AUGUST 19, 2014 COMPASS, 1ST FLOOR BOARD ROOM MERIDIAN, IDAHO

MINUTES

ATTENDEES:

Dave Case, Commissioner, Ada County
Bob Henry, Mayor, City of Nampa
Kathleen Lacey for Dave Bieter, Mayor, City of Boise
Bryce Millar, Commissioner, Nampa Highway District No.1, **Immediate Past Chair**
Garret Nancolas, Mayor, City of Caldwell, **Chair Elect**
Charlie Rountree, Councilman, City of Meridian, **Chair**
Jim Reynolds, Mayor, City of Eagle
Steve Rule, Commissioner, Canyon County, **Secretary-Treasurer**
Darin Taylor, Mayor, City of Middleton
Dave Wallace for Sara Baker, Commissioner, Ada County Highway District, **Vice Chair**

OTHERS PRESENT:

Nancy Brecks, Community Planning Association
Kelli Fairless, Valley Regional Transit
Megan Larsen, Community Planning Association
Amy Luft, Community Planning Association
Matt Stoll, Executive Director, Community Planning Association

CALL TO ORDER:

Chair Rountree called the meeting to order at 2:00 pm.

AGENDA ADDITIONS/CHANGES

Matt Stoll requested to add to the agenda Information/Discussion Item VI B. Status Report - Idaho Transportation Coalition.

Dave Case requested to add to the agenda Information/Discussion Item VI C. Status Report - Bike Share Project.

After discussion, Darin Taylor moved and Dave Case seconded approval to amend the agenda as requested. Motion passed unanimously.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll stated that Boise City Councilmember Elaine Clegg will serve as Mayor Bieter's alternate on the Executive Committee for the next 3 to 4 months.

CONSENT AGENDA

A. Approve July 15, 2014, Executive Committee Meeting Minutes

Darin Taylor moved and Dave Case seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Establish September 18, 2014, COMPASS Board Meeting Agenda

Matt Stoll presented staff proposed Agenda items 1-16 for the regular September 18, 2014, Board meeting. Matt requested latitude to amend the agenda as appropriate.

After discussion, **Kathleen Lacey moved and Dave Case seconded approval of Agenda Items 1-11 and 13-16, as presented, and delay approval of Item 12 until after today's discussion by the Executive Committee of Agenda Item VI -A Discuss Governance Restructuring Proposal. Motion passed unanimously.**

After further discussion, **Jim Reynolds moved and Darin Taylor seconded to move today's Information/Discussion Agenda Item VI-A Discuss Governance Restructuring Proposal under Action Items as V-D to correct an error in the placement of the Agenda Item on the agenda. Motion passed unanimously.**

B. Approve COMPASS Support of Bike Safety Public Service Announcements

Amy Luft presented a request for COMPASS to provide a financial contribution of up to \$10,000 to the Boise Police Department's bike safety media campaign, using cost savings from the FY2014 outreach and education budget.

After discussion, **Bob Henry moved and Steve Rule seconded to authorize staff to secure a written proposal detailing how many public service announcements will be aired during the media campaign for Executive Committee review at the September 16, 2014, meeting. Motion passed unanimously.**

Matt Stoll noted if the timing doesn't work to get the proposal and back to the Executive Committee for review in the needed time frame, staff will not go forward with proposal.

C. Approve Board Member Travel Request from Elaine Clegg to represent COMPASS at the AMPO Annual Conference, October 21-24, 2014, in Atlanta, Georgia

Matt Stoll presented a travel request for Elaine Clegg's travel to represent COMPASS at the October 21-24, 2014 AMPO Annual Conference.

After discussion, **Garret Nancolas moved and Dave Case seconded approval of Elaine Clegg's travel request to attend the October 2014 AMPO Annual Conference as presented. Motion passed unanimously.**

D. Recommend Governance Restructure Proposal

Matt Stoll reviewed the restructure proposal breakdown of the tasks for the Board of Directors, the Executive Committee, and Regional Transportation Advisory Committee, and a summary of proposed changes to the Joint Powers Agreement, COMPASS Bylaws and Standing Committee Bylaws.

Matt noted Councilwoman Clegg's concerns:

- Concerned about moving the Finance Committee's duties under the Executive Committee.
- Would like the committees or workgroups to have the opportunity to provide feedback on whether their charters should change, and how the new RTAC is referred to in the Bylaws.
- There should be an opportunity for the committees to make a recommendation to the Executive Committee or the full Board.
- Have the Executive Committee consider that the chartering process for the workgroups should be approved by the full Board, allowing that the Executive Committee could approve the chartering of a workgroup for emergency cases.
- It isn't stipulated in the joint powers agreement or the bylaws that alternates are allowed on the Executive Committee.

Dave Wallace said ACHD has two concerns:

- ACHD recommends retaining the wording that is struck out in Item 6.1.6 G. 7. "For the purpose of this section, population for countywide highway districts shall be sixty-five percent of their most current population estimates as adopted by the Board." It is a concern of ACHD General Counsel that the membership dues do not change based on Bylaw changes. Matt stated that dues will not change.
- Need to have legal review of the proposed changes.
- ACHD is concerned about what could be a removal of policy considerations from the Board itself. ACHD recommends if an Executive Committee decision is taken and there are two or more members who disagree with the decision that would be a trigger to bring that item forward for consideration of resolution by the full Board.
- Forward the suggested changes to the Board in principal and request conditional approval given that the Bylaws and Joint Powers Agreement would have to be modified before changes can be put in place.

Bob Henry:

- Recommends a 7-3 vote vs. 8-2 vote before taking an Executive Committee action item to the Board.
- The four changes being looked at currently are:
 1. Change number of Board meetings from 12 to 4 a year
 2. Finance Committee will be disbanded and merged into the Executive Committee
 3. TMA disbanded and merged into RTAC
 4. The remaining Standing Committees are disbanded and formed as workgroups
- If the Board agrees with those changes, the Bylaws and all those other things will start being modified.

Dave Case:

- Ada County has a good model in their joint powers agreement with the EMS and fire district that requires unanimous consent, which forces everybody to work together to negotiate an overall decision.

Garret Nancolas:

- Does the Joint Powers Agreement originally established by Ada Planning Association need to reflect when the Nampa Urbanized Area voted to join COMPASS as their metropolitan planning organization?
- According to the new Attachment 1, the Board of Directors' task is to complete the Executive Director's performance review. The Executive Committee's task is to conduct the performance review. Clarify to reflect what the policy says, so that there is no confusion about the responsibility for this task.
- Use VRT's restructure as the model for the restructure of COMPASS.
- In order for this to work properly, communication is essential. We do not want Board members to feel alienated or uninformed because of the change in structure. The one thing that can't happen is that Board members don't know about something because we didn't let them know.

Steve Rule:

- Agrees with merging the Finance Committee's duties into the Executive Committee, unless there is some procedural problem with not having a Finance Committee.
- Currently the Board approves contracts, "if the total amount of the contract exceeds \$50,000 and a bidder other than the lowest bidder is selected." Should this approval requirement be expanded? Note: This requirement is in the current Financial Policy.

Kathleen Lacey:

- Regarding the membership for cities under 25,000, it doesn't state that one should be a representative from Ada County and one from Canyon County. It has been a pro-forma, but should be formalized.
- The COMPASS responsibilities are a bit more broad and complex than the VRT responsibilities. Boise does have some concerns that the composition of the workgroups may not be broad enough if restricted to people who have the primary technical expertise in that particular subject; we may not get as broad of representation on an individual workgroup.
- Within the responsibilities for RTAC is their responsibility to update their political leadership, but RTAC itself may not receive all the information from the workgroups. There is some concern about how to assure that member staff gets enough information for our policy makers.
- There are times when expanding the Executive Committee minutes would be most helpful in informing the Board. And include any handouts provided at the Executive Committee meetings should be included with minutes when they are posted.

Charlie Rountree:

- In the Joint Powers Agreement there is no definition of the Executive Committee and it ought to be mentioned and defined in the Joint Powers Agreement if we are going to give that authority.
- In the Bylaws there ought to be a paragraph or a process about how the Executive Committee will communicate with the Board. Such as, the results of the Executive Committee meetings will be forwarded to them on a monthly basis; and certainly indicate in the Bylaws that they are open meetings for anybody.
- In the Bylaws regarding membership on the Executive Committee, one member needs to be the countywide highway district and one needs to be from a local highway district. Article 6, Section 2 (b) (7).

Kelli Fairless:

- In terms of the structure, it could be that any action of the Executive Committee would be ratified at the Board. If an emergency workgroup needed to be formed and the Board doesn't see the need, the Board could always disband it.
- VRT got Board agreement in concept for going forward with the changes and then brought the Bylaws back to the Board.
- Make sure that each of the Board members know they are part of the full Board. Be clear that the Board is still setting policy direction and that the Executive Committee is just acting on that policy direction. Have special meetings of the Board to clarify policy if needed.

After discussion, **Garret Nancolas moved and Darin Taylor seconded to recommend in concept these changes to the organization to the full board. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Status Report - Idaho Transportation Coalition

Matt Stoll provided a status report on the Idaho Transportation Coalition's intent to take a transportation revenue enhancement package to the state legislature for the 2015 session. A proposal is being developed for COMPASS to work with the EDR Group for a study on the potential economic impact of a \$300 million per year investment into the transportation system upon the Idaho economy, and the potential impact on the economy if we do not invest \$300 million. The study could include a transit analysis for just Ada and Canyon Counties, but that analysis would not be part of the report submitted to the legislature.

After discussion, no objection was stated to Matt moving forward.

B. Status Report - Bike Share Project

Kelli Fairless provided a status report on the Bike Share Project scheduled to begin in March 2015.

ADJOURNMENT

Darin Taylor moved and Dave Case seconded adjournment at 3:45 pm. Motion passed unanimously.

Dated this 12th day of September 2014.

Approved:

**By: _____
Charlie Rountree, Chair
Community Planning Association
of Southwest Idaho**

Attest:

**By: _____
Matthew J. Stoll, Executive Director
Community Planning Association of
Southwest Idaho**

ITEM V-B

SPECIAL EXECUTIVE COMMITTEE MEETING AUGUST 28, 2014 COMPASS, 1ST FLOOR BOARD ROOM MERIDIAN, IDAHO

****MINUTES****

ATTENDEES:

Nichoel Baird Spencer for Jim Reynolds, Mayor, City of Eagle
Sara Baker, Commissioner, Ada County Highway District, **Vice Chair**
Dave Case, Commissioner, Ada County
Elaine Clegg, Councilmember, for Dave Bieter, Mayor, City of Boise
Bob Henry, Mayor, City of Nampa
Bryce Millar, Commissioner, Nampa Highway District No.1, **Immediate Past Chair**
Garret Nancolas, Mayor, City of Caldwell, **Chair Elect, via telephone**
Charlie Rountree, Councilman, City of Meridian, **Chair**
Steve Rule, Commissioner, Canyon County, **Secretary-Treasurer, via telephone**
Darin Taylor, Mayor, City of Middleton

OTHERS PRESENT:

Sabrina Anderson, Ada County Highway District
Nancy Brecks, Community Planning Association
Ken Burgess, Veritas Advisors
Kelli Fairless, Valley Regional Transit
Michael Fuss, City of Nampa
Rhonda Jalbert, Valley Regional Transit
Matt Stoll, Executive Director, Community Planning Association
Toni Tisdale, Community Planning Association
Dave Wallace, Ada County Highway District

CALL TO ORDER:

Chair Rountree called the meeting to order at 2:31 pm.

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

ACTION ITEM

A. Discuss FY2014 Obligation Authority Limitation Issues

Matt Stoll and Toni Tisdale provided a recap of the obligation authority limitation issues to date. When ITD adjusted their programs in reaction to the new federal obligation authority limitations, there was only \$800,000 remaining in obligation authority in the entire state, because ITD over obligated other programs across the state. Matt requested direction to draft a letter to Brian Ness, Idaho Transportation Department Director, and copy the Idaho Transportation Board highlighting the problem.

After discussion, **Bob Henry moved and Dave Case seconded approving Matt Stoll to draft a letter to Brian Ness, Idaho Transportation Department Director, and copy the Idaho Transportation Board, highlighting the problem that we ran into with obligation authority for the three projects that have been identified. Requesting that ITD make those projects whole for funding with obligation authority so that those projects can proceed:**

- **KN 12050, ACHD Overlays, Arterials and Collectors – FY2014 for \$3,520,00 (STP-TMA)**
- **KN 13820, Natures Wood Duck Island Trail Restoration, Ada County for \$105,000 (TAP-TMA)**
- **KN 12046, SH-55 Intersection Karcher Road and Middleton Avenue, Nampa for \$4,875,00 (STP-U and HSIP)**

And identifying our other projects that we have on the list to make sure that they are eligible for redistribution of other state obligation authority. Additionally, schedule a Special Executive Committee meeting on Thursday, September 4, 2014, as a placeholder if needed. Motion passed unanimously.

ADJOURNMENT

Dave Case moved and Bob Henry seconded adjournment at 3:20 pm. Motion passed unanimously.

Dated this 12th day of September 2014.

Approved:

**By: _____
Charlie Rountree, Chair
Community Planning Association
of Southwest Idaho**

Attest:

**By: _____
Matthew J. Stoll, Executive Director
Community Planning Association of
Southwest Idaho**

COMPASS BOARD AGENDA ITEM V-C

Date: October 20, 2014

Topic: Records for Destruction

Background/Summary:

The COMPASS Board approved the Records Retention Policy at the February 24, 2014, meeting.

The policy describes the type of records that COMPASS has and specifies the retention period for those types of records. The policy further describes the process of destruction for those records that have exceeded their retention period.

In compliance with the policy guidance, COMPASS staff proposes to destruct the records listed on the attachment because those records have exceeded their Board-approved retention period.

COMPASS staff has provided a list of records proposed for destruction to the Idaho state archivist and expects that the state archivist will not object to the destruction of the listed records.

COMPASS staff will have the records destructed by a commercial shredding service 30 days from the date that destruction is approved by both the COMPASS Board and the Idaho state archivist. The shredding service will provide a certification of destruction.

Request/Recommendation:

Approve destruction of the records listed in the attachment.

Implication (policy and/or financial):

If both the COMPASS Board and the Idaho state archivist approve the destruction of the listed records, the destruction will be completed as described. If either the COMPASS Board or the Idaho state archivist do not approve destruction of the listed records, the records will be retained.

More Information:

- 1) Attachment
- 2) For detailed information contact: Megan Larsen, at 475-2228 or mlarsen@compassidaho.org.

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COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
Inventory of Records to be Destroyed

Description of record	When created*	Retention period for this record in years	Expiration of retention period	Date list to state archivist	Date of request for Board approval	Date approved by Board	Date approved by state archivist	Destruction date
FY1998 and FY1999 financial and contract records from Community Transit Association of Idaho	9/30/1999	5	9/30/2004	10/10/2014	10/20/2014			
FY2000 Development Review correspondence and comments	9/30/2000	5	9/30/2005	10/10/2014	10/20/2014			
FY2000 Public comment records related to City of Middleton Circulation Plan	9/30/2000	5	9/30/2007	10/10/2014	10/20/2014			
FY2000 Public comment records related to updates to COMPASS public involvement policy	9/30/2000	5	9/30/2007	10/10/2014	10/20/2014			
FY2000 Public comment records related to updates to Destination 2020 plan	9/30/2000	5	9/30/2007	10/10/2014	10/20/2014			
FY2000 Records documenting attendance at public meetings or other events hosted by COMPASS	9/30/2000	5	9/30/2002	10/10/2014	10/20/2014			
FY2000 task files, primarily consisting of meeting notes and copies of correspondence related to tasks in the FY2000 UPWP.	9/30/2000	5	9/30/2005	10/10/2014	10/20/2014			

COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
Inventory of Records to be Destroyed

Description of record	When created*	Retention period for this record in years	Expiration of retention period	Date list to state archivist	Date of request for Board approval	Date approved by Board	Date approved by state archivist	Destruction date
FY2000 Traffic Estimates and Data; correspondence and comments	9/30/2000	5	9/30/2005	10/10/2014	10/20/2014			
FY2000 UPWP Supporting workpapers used in development of the UPWP	9/30/2001	5	9/30/2006	10/10/2014	10/20/2014			
FY2001 federal grant billing files	9/30/2001	5	9/30/2006	10/10/2014	10/20/2014			
FY2002 employee time sheets and accounts payable records for employee benefit payments, including check stubs from payments, COMPASS request for payment forms, and vendor invoices.	9/30/2002	5	9/30/2007	10/10/2014	10/20/2014			
FY2003 Development Review and/or Comprehensive Plan correspondence and comments	9/30/2003	5	9/30/2008	10/10/2014	10/20/2014			
FY2003 employee time sheets and accounts payable records for employee benefit payments, including check stubs from payments, COMPASS request for payment forms, and vendor invoices.	9/30/2003	5	9/30/2008	10/10/2014	10/20/2014			
FY2003 task files, primarily consisting of meeting notes and copies of correspondence related to tasks in the FY2000 UPWP.	9/30/2003	5	9/30/2008	10/10/2014	10/20/2014			

COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
Inventory of Records to be Destroyed

Description of record	When created*	Retention period for this record in years	Expiration of retention period	Date list to state archivist	Date of request for Board approval	Date approved by Board	Date approved by state archivist	Destruction date
FY2003 Traffic Estimates and Data; correspondence and comments	9/30/2003	5	9/30/2008	10/10/2014	10/20/2014			
FY2004 Employee time sheets	9/30/2004	5	9/30/2009	10/10/2014	10/20/2014			
FY2004 Professional Service Agreements with various vendors for services provided in FY04	9/30/2004	5	9/30/2010	10/10/2014	10/20/2014			
FY2005 Employee time sheets	9/30/2005	5	9/30/2010	10/10/2014	10/20/2014			
FY2005 Mapping orders	9/30/2005	5	9/30/2010	10/10/2014	10/20/2014			
FY2006 Employee time sheets	9/30/2006	5	9/30/2011	10/10/2014	10/20/2014			
FY2006 Mapping orders	9/30/2006	5	9/30/2011	10/10/2014	10/20/2014			
FY2006 Professional Service Agreements with various vendors for services provided in FY06	9/30/2006	5	9/30/2012	10/10/2014	10/20/2014			
FY2007 cash receipts records	9/30/2007	5	9/30/2012	10/10/2014	10/20/2014			

COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
Inventory of Records to be Destroyed

Description of record	When created*	Retention period for this record in years	Expiration of retention period	Date list to state archivist	Date of request for Board approval	Date approved by Board	Date approved by state archivist	Destruction date
FY2007 Employee time sheets	9/30/2007	5	9/30/2012	10/10/2014	10/20/2014			
FY2009 accounts payable records, including check stubs from payments, COMPASS request for payment forms, vendor invoices, packing slips, COMPASS purchase orders, and voided checks; alphabetical by vendor, vendors U-Z	9/30/2009	5	9/30/2014	10/10/2014	10/20/2014			
FY2009 Employee time sheets	9/30/2009	5	9/30/2014	10/10/2014	10/20/2014			

*If the description covers a group of records, the date refers to the most recent record in the group.

COMPASS BOARD AGENDA ITEM VII-A

DATE: October 20, 2014

Topic: FY2015-2019 TIP and Air Quality Conformity Demonstration

Background/Summary:

The Regional Transportation Improvement Program (TIP) is updated annually. This item was originally brought to the Board for approval on September 15, 2014; however, ITD made changes after the public comment period closed, significant enough to extend the public comment period for two weeks. The extended public comment period was open between September 19 and October 3, 2014. All public comments are provided as Attachment 1.

The additional changes released for public comment are highlighted on the Major Changes List, Attachment 2. COMPASS received 40 comments overall - 35 of them specifically requesting to fund improvements to I-84 between Nampa and Caldwell. It is at the discretion of the COMPASS Board to retain this project or include other changes proposed by ITD in the TIP. ITD's Idaho Transportation Investment Program (ITIP) and the TIP must include the same projects to obtain federal approval. Changes to ITD's proposals would occur through negotiations with ITD staff, and ultimately, the Idaho Transportation Board. The TIP project list is currently shown as proposed by ITD, including specific changes summarized on the Major Changes List.

After information was released for the second public comment period, staff learned ITD mistakenly reported a scope and funding increase for the US 20/26 and Farmway Road Intersection (Key Number H324). This project is proposed to remain as minor improvements totaling \$400,000. A new project at SH-55 and Farmway Road was supposed to be added for \$3,000,000. These changes could be released for public comment as an amendment to the TIP.

Resolution 01-2015, approving the FY2015-2019 TIP and associated air quality conformity demonstration is provided as Attachment 3. The link to the draft TIP (90 pages) is:
<http://compassidaho.org/documents/people/board/Board102014FY1519Detailed-DRAFT.pdf>.

The link to the draft air quality conformity demonstration (no changes) (33 pages) is:
<http://compassidaho.org/documents/people/board/Board102014draftconformityFY1519.pdf>.

Request/Recommendation:

Staff seeks adoption of Resolution 01-2015 approving the FY2015-2019 TIP (as presented, or changed by a COMPASS Board motion, minus Key Number H324) and associated air quality conformity demonstration. The Regional Technical Advisory Committee recommended approval on July 23, 2014, prior to additional changes by ITD.

Implication (policy and/or financial):

This new version of the TIP has no implications at this time. The current, FY2014-2018 TIP, will remain in effect until the FY2015-2019 TIP is federally approved, which is expected by the end of December 2014.

More Information:

- 1) Attachment 1 – Public Comments
- 2) Attachment 2 – Major Changes List
- 3) Attachment 3 – Resolution 01-2015
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or ttisdale@compassidaho.org.

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FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments

Comments for Extended Public Comment Period September 19 through October 3, 2014

Number of comments received: Email: 34 Letter: 6

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
Please see attached letter from the City of Eagle.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	83616 Mayor James Reynolds	Letter Via Email
(Regarding Key Number 13476, SH-55 (Eagle Road) and SH-44 Intersection, Eagle) ITD project manager requested the following description: Safety improvements to the intersection of SH-55 (Eagle Road) and SH-44 in the City of Eagle. ITD anticipates improvements that may include a continuous-flow intersection (CFI) configuration to allow more capacity and improve safety at the intersection. Design started in FY2014. Construction totals are estimated at \$4,750,000, but is considered "unfunded" at this time.	Technical correction made	Mark Campbell ITD	Email
I would like to comment, from a personal point of view, on the proposed change that is removing the project to rehabilitate I-84 from SH-20/26 (Franklin Rd) to Franklin Boulevard. I feel that this is a VERY MUCH needed improvement that should stay in the plan!!!! Traffic is absolutely horrendous through this stretch and there are constantly near and/or collisions from the bottlenecking that occurs at the Franklin Road (Nampa) area. I think/feel that this is a much more important project that changing out the Eagle Rd/SH-44 intersection. It may be a bit slow but it still works where the I-84 is in terrible road condition and absolutely needs widening, not just rehabilitating the existing lanes.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Stacey Yarrington	Email
My comment is that it is tragic that the 13.5 million restoration project of I84 between Caldwell and Nampa is removed from the TIP, <u>unless</u> funding can be found quickly to widen and improve that highway corridor and get it off the top of the unfunded list of priority projects.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Bruce Krosch Caldwell	Email
First of all, thanks for letting me submit my input to this very important project. As you can see from all of the attachment, I have been active in getting my input out concerning the I-84 upgrade from the Franklin in Nampa to Caldwell. As I type this out, the highway district is attempting to un-do all of the damage to the I-84 roadway from the Caldwell exit (28) to a little past the Caldwell Airport. As far as my input is concerned, I DO NOT agree with the ITD input from their spokesperson (Attachment) that the reason for not completing the segment of I-84 due to lack of traffic. If this were the case, why did they re-do all of the highway from Ontario to the outskirts of Caldwell and leave this stretch not completed.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	83605 Brian Allen	Email

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>This segment is not even on the ITD website as far as planning is concerned, and I have contacted the ITD board member for this district and this is also attached.</p> <p>I finally sent a copy (attachment) of my e-mail to ITD and the corresponding response (ITD spokesperson) to all the legislators in District 10, the Mayor of Caldwell, the head of the House and Senate, and the head of each transportation committee for both the House and Senate. I asked for their responses, and of course as of this date I have only received a very nice response from the Mayor of Caldwell.</p> <p>The bottom line is I believe other projects both completed, being completed, and planned have been done at the expense of this vital link between Nampa and Caldwell. The segment of roadway on I-84 between the Caldwell Airport and exit 28 for Caldwell is a disgrace and is in my opinion a safety hazard with all the patchwork done to this roadway.</p> <p>The scheduling of the I-84 link between Nampa and Caldwell can not wait until 2019, and priorities must be re-arranged to accomplish this as soon as feasible.</p> <p>(A 7-page attachment of previous email correspondence with ITD, Canyon Highway District, and City of Caldwell was also provided. See attachment.)</p>			
<p>On behalf of Mayor Nancolas and the City of Caldwell, we present the following comments:</p> <ol style="list-style-type: none"> 1. I-84 from Franklin Boulevard in Nampa to Interchange 29 in Caldwell (US20/26 AKA Franklin Road) <ol style="list-style-type: none"> a. This stretch of freeway, as acknowledged is in need of capacity improvements. Significant pavement problems exist here including a number of areas of pavement failure (rutting, reflective cracking, total base failure and pumping). b. Removal of this project reflects an overtly disproportionate application of Federal Funding readily visible to the public and neglects a severely dilapidated segment of the Idaho Interstate stewardship. c. We recommend reconsideration of this project and possible phasing if necessary to maintain its feasibility in the Transportation Improvement Plan. d. Alternatively, a capacity improvement could be considered to fulfill the known needs here in a near term future year. 2. Note that the US/20/26 and Franklin Road, Caldwell, KN H340, is not in the incorporated limits of Caldwell. 3. It may be appropriate to consider deferring improvement to the intersection of Farmway Rd and US 20/26 in favor of a combined maintenance and capacity project on I-84 from Nampa to Caldwell (see comment 1). The addition of this project at such a significant cost is puzzling and seems unwarranted. If the proposed intersection improvement is retained, appropriate data concerning delay, present capacity, and accident history would be helpful for consideration by the COMPASS Board. 	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Technical corrections made</p>	<p>Brent Orton Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>4. H323: Improvements on SH55 are needed. These should be done in harmony with the ITD SH55 Corridor Plan.</p> <p>5. 13055 – At some point, this project was mistakenly renamed. This is the 10th Avenue Indian Creek Bridge, not the RR overpass.</p> <p>6. The Proposed Signage Structure project at US20/26 and Centennial: This project might also be delayed to allow capacity and rehabilitation improvements to I-84 between Nampa and Caldwell. This course may carry greater weight than signage structures for those areas presently.</p>			
<p>I saw the article in the Idaho Statesman this morning, and I am thoroughly disgusted with how ITD is handling road repairs and construction in Idaho. We just came back from Oregon, and as soon as you cross the State line, it is like “Welcome to Hillbilly Idaho”. Our roads are atrocious! How many more patches can you put on the Interstate? I think it is now more patches than original road. You should be ASHAMED of the work that has been done and even more so, what has NOT been done.</p> <p>What is up with using cement on new construction on I-84. I would like to research and see who got the concrete bid. It looks fishy; seems to me someone is lining someone else’s pockets. Is the owner of the company a relative? Or a friend, or a friend of a friend, or married to someone’s friend or relative? Oregon’s highways are BEAUTIFUL and I don’t see all this crappy workmanship and sidewalks slapped together with ruts from day one.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83702 Rita Milburn Golbon</p>	<p>Email</p>
<p>It is VERY DISSAPPOINTING to hear that ITD has cancelled the already promised work that was scheduled for I-84 in the Nampa-Caldwell area. The area is in DESPARATE need of repair and widening. Congestion is a MESS and the road is totally TORN UP with deep cracks EVERYWHERE making it a hazard for us the daily travelers! I don’t understand if this work was already scheduled and it is obviously NEEDED why can’t ITD cancel a different Ada County project and complete this much needed Nampa-Caldwell project!! Why is it that the entire I-84 in Ada County is completing their projects, yet Nampa-Caldwell gets SHUT DOWN...there is something wrong in this picture...NOT RIGHT!!!! The Nampa-Caldwell area would also like to increase its Economic Development, but with our roads in their current down grade conditions who is going to want to come to the Nampa-Caldwell area, your are NOT HELPING our economic development by cancelling this project!</p> <p>Thank you for allowing us, the public, to voice our opinion on this BAD DECISION!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Anonymous</p>	<p>Email</p>
<p>Being a frequent commuter to Canyon County due to my parents living there, having many clients residing there and having an employee commuting to my office in downtown Boise weekly, I find the management of our transportation system in this valley simply atrocious. I have lived and commuted in many much larger metro areas. This valley needs to figure out how to move more people efficiently, NOT build, improve and widen roads to handle more cars. That highway 16 extension may as well be called the Idaho Autobahn or the new Ada County Regional Airport. I cannot believe how much money was spent on that. We ripped up precious farmland and disrupted the Boise River to dump more traffic on Chinden? How much money was Roger Anderson and others paid to</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83702 Scott Mecham, CPA KMS Financial Services</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>receive those easements?</p> <p>I see no discussion in the Statesman concerning Carpool Lanes on I-84/Connector between the Counties. Why? If this valley is not going to finally commit to a light rail system between the counties when we already have tracks in place and a Company on Federal Way that builds Locomotives, I cannot and will not support any future freeway construction projects like I have witnessed through the use of the GARVEE Bonds. Where are all the 18-Wheel trucks located on the 405 Freeway in Los Angeles? Answer: The far right lane. Why are the trucks here allowed to just completely take over the freeway blocking the flow of traffic and obstructing vision for the rest of us. That is a huge safety issue. If the existing tracks will not work, why is there no infrastructure put in place in the middle of the freeway every time we tear it up? Down the hill to the North of Ridgecrest Golf Course is an open area by the existing tracks that would make a great place for a train-station and parking lot. Does anyone in this State that has the reins, EVER think proactively not reactively? People WILL ride the train and all sorts of businesses will pop up around the stops. The system would provide long-term good paying jobs, not short-term expensive construction projects. Someone please tell me what could have been put toward that long-term, long lasting solution with all the money spent on Runway 16. All this road construction is just a very expensive Band-Aid and solves nothing long-term.</p> <p>I know this may be a dirty word in Conservative Idaho, but can we please get some progressives on the job instead of people living in the past trying to preserve what will eventually disappear anyway. The longer we wait, the more expensive it will be for all of us.</p>			
<p>As a resident of the Treasure Valley, <u>I am writing to ask that you do everything in your power to ensure that the section of I-84 from Exit 36 in Nampa to Exit 29 in Caldwell, be improved in the same way that the Interstate is being improved currently from Meridian to Nampa.</u></p> <p>I drove this section of the Interstate just this past week, and was <u>appalled</u> at the condition of the roadway, which is under constant heavy use not only by local residents, but also by huge numbers of out-of-state travelers and truckers.</p> <p>My high school senior child is considering attending the College of Idaho in Caldwell, but the condition of this part of I-84 causes me to seriously wonder if this is a safe plan.</p> <p>I have lived in the West, the Southwest, and the Southeast United States, as well as Europe, and have driven across the United States more than once. I have never seen worse freeway conditions, in any of these places.</p> <p>The Nampa-to-Caldwell freeway restoration project is not just a "cosmetic" concern--it is a real safety issue, which must not be ignored or "tabled for future consideration".</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Rosemary Strawn, MD</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>As physician, I am more concerned about safety issues than anything else, and this is a serious safety issue for <u>anyone</u> traveling on Interstate 84!!</p> <p>Please make this highway improvement project a top priority at your next COMPASS board meeting!</p>			
<p>Thank you for keeping the I-84 Nampa to Caldwell restoration project a priority. I realize that it will be quite an expensive undertaking, but it is so important to all of us who live in Canyon county.</p> <p>As a Nampa resident, I normally avoid this part of the freeway because of the roughness of the pavement and because of the hassles of merging onto it. The rest of the freeway from Nampa to Boise is great.</p> <p>Thank you for your continued efforts to find funding for this very important restoration project.</p> <p>PS: I am, also, a property owner of several rental properties in Nampa and Caldwell.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Jerry Doty Nampa</p>	<p>Email</p>
<p>Thank you for this opportunity to comment.</p> <p>As anyone can plainly see I-84 won't last until 2019, let alone survive an indefinite period beyond even that. It simply begs credulity that our politicians have landed us in this mess, all to deny a small gas tax increase.</p> <p>First a little blame. Why were our local Canyon County state senators, representatives, County Commissions and the rest all going along with every demand of the GOP leadership without a hint of resistance? They should have been getting with the leader, the speaker, the governor, other legislators and telling them, "If you want me to vote for what you want, GIVE CANYON COUNTY ITS ROAD!!"</p> <p>What's truly stunning is the GOP is pitching itself as the party of smart business and roads yet they will deny us any major upgrade of public transit, such as light rail, all the while saying 'Americans want cars and roads', yet they refuse to provide even that to Canyon County. The only explanation is our local politicians fear the GOP statehouse leadership so much they won't fight for the little people.</p> <p>And where is Gov. Otter? We give him credit for trying at first with the original plan and gas tax proposal, but where has he been since? He should have been fighting for CC from the top down while the local guys were fighting from the bottom up.</p> <p>What he, and most of the GOP seem to forget when it comes to taxes; The most expensive hidden tax are bad roads. Everything from commerce to car repair bills and accident rates go in the wrong direction.</p> <p>What I think should happen; 1. Implement the gas tax increase</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83607 Chris and Sheryl Morris Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>2. Improve three lanes all the way to Caldwell's 10th St. exit. 3. Replace the Ustick Rd./I-84 overpass, which is a 1966 bridge and add a major exit there. 4. Put the Hwy 55/Karcher Rd. corridor running West/South from about Middleton Rd. to 10th St. on emergency upgrade status. It's possibly the most dangerous stretch of road in the valley. 5. Fix or completely redesign exit 35. It's become a death trap.</p> <p>Thanks for considering our opinion.</p>			
<p>I wish to comment on the decision to table the Nampa-to-Caldwell freeway restoration project.</p> <p>My husband and I travel to Nampa and Boise often to see family. We have always thought that this stretch of freeway, from Caldwell to Nampa, needs repair. It should be widened, as well, to allow proper traffic flow.</p> <p>Also, I am especially concerned about the left hand lane that merges right just before the under pass at Franklin Road as one travels west. That is a very dangerous situation. Proper traffic flow is reduced too quickly. Drivers do not always have enough time to adjust to the quick merger of traffic.</p> <p>The improvements from Franklin Road to Garrity and further east are wonderful. The traffic flow opens up and you feel like you are safe. However, driving west from Boise, one knows that ahead is a dangerous bottleneck of traffic, once you pass Garrity Blvd.</p> <p>My hope is that you will restore your plans to improve the stretch of freeway between Franklin Road and Caldwell.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Judy Huter Council</p>	<p>Email</p>
<p>I am not sure who I am supposed to direct my e-mail. Please forward my suggestion to the appropriate individual or committee.</p> <p>I would urge the ITD to fully fund widening I-84 to three lanes on each side from Franklin to the first exit in Caldwell beginning in the Fall of 2015. I have driven from Mesa, Arizona to Portland, Oregon this year. I can without a doubt say this is the worst Interstate Road I have ever driven on. I also urged Representative Joe Palmer Chairman of the House Transportation Committee to fix this section of the Interstate.</p> <p>The two entrance to I-84 between Nampa and Caldwell are very dangerous. I have seen three truck wrecks, numerous fender benders, and one fatality.</p> <p>This needs to be done even if it takes more Garvve Bonds. Quite honestly, it is an embarrassment to Idaho.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Ed Strong</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Thanks for your help last week. With your help to understand, here are a couple of additional comments:</p> <ol style="list-style-type: none"> 1. Farmway and Karcher is a critical intersection, it is understandable to be making investment here. Riverside is also a very important intersection, but less critical as nearly as we can observe than Farmway. There is one huge matter of concern on SH55 with these projects – that is, as we understand, they are not being designed to comply or harmonize with the SH55 Corridor Plan. I would give my professional opinion that ITD’s Corridor plan is a superb solution to the safety and mobility concerns on SH55 while also preserving, more than any other alternative, the “economic opportunity” element of ITD’s mission. It would be wiser for us to concentrate the investment on SH55 to build a segment of the corridor or sacrifice a project further to the west end in order to build the new intersection improvements to the Corridor plan standards. The current trajectory, if we have correctly understood, will result in millions of dollars in construction that will be done away when the corridor is finally built per the plan. 2. I secondly just wanted to reiterate the importance of programming a project in the near future to repair and add capacity to I-84 from Franklin to Caldwell. It would reassure us to know that it will be in the program in the near future. Even with that, significant ITD resources will fall to costly maintenance of a heavily dilapidated section of our interstate stewardship; a problem for our own commerce, safety, mobility and for interstate traffic encountering it as nearly the first thing they experience in Idaho. 	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Brent Orton Caldwell</p>	<p>Email</p>
<p>I reading your comment in the Idaho Press Tribune it is hard to understand that you don't have the funds to repair our roads when the Dept. decided not to license some R V's because they were to wide and give the money to some of the money rich counties ? At that meeting it was indicated that you didn't need the money from the RV's?</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Frank B. DeMark Caldwell</p>	<p>Email</p>
<p>I am interested in the Caldwell to Nampa I-84 controversy. If the work is put off until FY 2019 the folks will be driving on gravel and extremely dangerous conditions that will lead to accidents.</p> <p>As a former Caldwell City Councilperson, I would recommend placing two signs - one at Garity in Nampa on the west bound lane stating unsafe conditions ahead and at the west end of Caldwell on the east bound lane with the same signage. Is this part of your plan?</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Gerald Langan Caldwell</p>	<p>Email</p>
<p>Thank you for the opportunity to comment. I commute from Caldwell to Nampa every day and have also spent considerable time to/from Boise and Ontario. The stretch of freeway between Nampa & Caldwell, both east & west bound, is by far the worst stretch of freeway I have travelled in a long time. The roadway is extremely rough and I can't even imagine what it will be like after another winter. The patchwork that has been done is dismal and looks terrible. (What an unappealing entrance to our beautiful state from the west.) I have learned to drive with one side of my car right on the solid white line to smooth out the ride just a bit, however that isn't going to last long as I've seen many other drivers with the same idea (and it's still a bumpy ride).</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83687 Leona R. Fouts, Controller Premier Alliance Financial Companies Nampa</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I am very disappointed that the freeway between Caldwell and Ontario is getting such attention. That roadway wasn't even close to being as horrible as the Caldwell to Nampa stretch. I do understand that the previous plan was to widen between Nampa & Caldwell, thus the Ontario stretch was probably on the docket to start (or already started) when the plan had to be revised due to budget issues. It's just annoying to see all the work between Nampa & east Boise, and the work to Ontario, while Caldwell is totally ignored. Perhaps the decision makers should be required to drive that piece of freeway twice a day....I believe their perspective will certainly be enhanced.</p> <p>The 3-lane to 2-lane neck-down west bound in Nampa is dangerous (crazy, impatient drivers) and congested. While that bottleneck is truly an annoyance, I am more concerned with the road condition between Nampa/Caldwell. Please, please don't delay improvements to that stretch of freeway!</p> <p>Thank you for your time and efforts on behalf of the residents of Canyon County.</p>			
<p>I am writing to let you know how dismayed I am that I-84 from Franklin Blvd. to Franklin Rd. will not get expanded and nor will it get fixed. Big trucks have pounded this stretch of pavement to a shameful degree and harsh winter weather has not helped either.</p> <p>There are thousands of drivers using this stretch of I-84 and the rough condition is certainly not a welcoming piece of pavement for out of state visitors.</p> <p>If you can't fix this piece of pavement then consider lowering the speed limit to a safer limit. It is my opinion that 65 mph can't be a safe speed limit on this deteriorated stretch of road.</p> <p>Also, I would like to comment that in years past how poorly weeds and spraying the cracks has been done on the Canyon County side of the Interstate. Ada County seems to get constant attention with respect to weeds, trash and general maintenance of the Interstate Hwy.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Paul and Karen Alldredge Caldwell</p>	<p>Email</p>
<p>I am completely bewildered that I-84 between Nampa and Caldwell seemingly isn't a priority for ITD. That stretch of patched roadway is a hazard and an embarrassment.</p> <p>Why on earth is the section of freeway between Ontario and Caldwell being redone? It was only finished about 3 years ago and was in great shape and a beautiful cement stretch of freeway.</p> <p>20/26 and Nampa Caldwell Blvd are primed and ready to take on the extra traffic off the freeway so that construction can be done. Why on earth wasn't this bailing wire and chewing gum stretch of road chosen to be repaired instead of the area between Ontario and Caldwell? Just curious</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Netti Davis</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I wish to express my deep concern regarding the deplorable state I-84 is in between Nampa and Caldwell. I travel this stretch of I-84 every day. The transition from 3 lanes to two going west bound at the Franklin Interchange in Nampa is down right dangerous. First of all the change occurs virtually under the overpass. This location is not easily visualized by drivers who are not familiar with this section of highway. As the freeway heads west the road surface changes from cement to asphalt. The asphalt is in deplorable condition. There has been so much crack sealing the road is rough but worse than that the crack sealing glistens in the sun light and is very prominent at night. The crack sealing obscures the skip lines and the fog lines. When the lanes are changing direction to adjust for the change in the number of lanes this adds to the confusion, especially for the driver that is unfamiliar with these conditions.</p> <p>The Interstate is very rough. This is particularly true on the east side of exit 29. There is a great deal of crack sealing and pothole patching especially in the slow lane on each side. The road surface is in total failure. From a safety point of view, I do not see how ITD can continue to put off resurfacing this stretch of I-84. I know that some drivers including myself do not like to drive on the right lane because it is too rough and dangerous. This results in more slow drivers staying in the fast lane which causes anxiety to other drivers want to pass.</p> <p>Finally regarding design the following should occur:</p> <ol style="list-style-type: none"> 1. Expansion to 3 lanes each way past the Karcher Exit. 2. Rebuild and resurface all of I-84 to Exit 29. 3. The overpass on the east side of Karcher Exit should be torn down and moved to the east to allow more room for cars to merge onto the freeway particularly going east. 4. Build the Ustick exit <p>ITD needs to do better weed control. They let the weeds get too high and this is hard on the shoulders of the Freeway which are failing.</p> <p>In all I-84 has all the signs of road surface distress inclusive of fracturing, distortion and disintegration. What will happen if this continues: reduced speed and weight limits.</p> <p>SOMETHING MUST BE DONE! NOT IN 2019 but in 2015!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Wm F. Gigray III</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>The condition of I 84 thru Canyon county is atrocious to say the least. I fail to see the logic of the prioritization of the Highway 16 extension over the rebuild of I 84. Is the traffic on Highway 16 in excess of that on I 84? The dollars invested would have paid a far better return for a larger number of people state wide, if I 84 thru Canyon county had been rebuilt. Politics.</p> <p>I've lived, worked and have driven in Nigeria, Thailand, Malaysia and Singapore and Houston Texas. I returned to Idaho in 1987 and have been present for the huge changes in the highway system since. I worked in downtown Boise for the last 14 years and made a daily 64 mile commute. The whole route has been rebuilt, some areas as many as 3 times but not the road in canyon county.</p> <p>Traffic is being poured from both the east and west in to the bottle necked area of Canyon county. We are stuck with a road that is outdated in the volume of traffic it was designed to accommodate but more importantly the weight limitations of the original design and construction are being exceeded.</p> <p>80 mile per hour east bound traffic that enters the Caldwell area is not transitioning well to the slower 65 speed limit, We are also seeing an increase in truck traffic from the new Simplot plant and the industrial area west of Caldwell. There is also a marked increase in the semis with double and triple trailers. Most of the triple trailers are lightly loaded UPS/ FedEx etc Passing these rigs while their trailers are whipping back and forth across lanes is "interesting", almost as much as watching them pass each other. For more fun add a moderate cross wind!</p> <p>There are seasonal considerations especially the sugar beet trucks pulling trailers that are excessively heavy using an Interstate not designed to take these loads.</p> <p>"Maintenance" is typical of a third world country. Pouring tar into the cracks of a failing pavement is not maintainance. What patches that are put down are lumped on to the road and not blended into the existing surface. This creates numerous pronounced grooves and ruts in the pavement. I am amazed that some motorcyclist hasn't been killed trying to negotiate that stretch of road in the dark.</p> <p>I 84 thru Canyon County NEEDS TO BE RIPPED UP AND REBUILT ASAP !!!</p> <p>Sorry for the rant...but we need help.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Tom Hom</p>	<p>Email</p>
<p>I read and wonder who and not just the \$\$\$ make the decisions to continue to push the I84 between Franklin road in Nampa and the Franklin exit in Caldwell not to be fixed. The interstate is HORRIBLE. I have to drive it frequently. The patching that was done has NOT helped that much. I feel it is dangerous. Someone told me there wasn't as much traffic and other areas needed it more. WRONG!!! THIS AREA SEEMS TO GET "put off" or delayed" another year, another year...</p> <p>PLEASE DO THIS PART OF THE INTERSTATE SOONER THAN IT IS SCHEDULED.</p> <p>Look at all that has been done and is being done in ADA county and the highway between Nampa and Boise. I drive that road a lot also and it will be better when done.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 RaVena Baker Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I was born in Caldwell Idaho 76 years ago, and seen this type of thing happen many times.</p> <p>Also Highway 55 really needs to be fixed. My loved ones and I drive this highway frequently also. Read they are putting in stop lights, will be great until they can do more..</p> <p>Thank you for any and all you can do for us in the above.</p>			
<p>Please see attached letter from the Caldwell Chamber of Commerce.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Theresa Hardin Executive Director Caldwell Chamber of Commerce</p>	<p>Letter Via Email</p>
<p>Please see attached letter from ACHD.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83714 Mitchell A. Jaurena ACHD Commission Vice President</p>	<p>Letter Via Email</p>
<p>RE: expanding I-84 between Nampa and into Caldwell seems a top priority, traffic gets backed up at franklin every night you say the cost is \$120M. I understand there is \$200M left in the Garvee bond program use this! We need to keep our Interstate updated or we will be in big trouble, More cars on the Interstate everyday. It's a no brainer!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83687 Anonymous</p>	<p>Letter</p>
<p>Please see attached letter from the Canyon County Commissioners.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Canyon County Board of Commissioners Steven J. Rule, Chairman Kathryn Alder Craig L. Hanson</p>	<p>Letter Via Email</p>
<p>I wish to express my concerns about the maintenance of I-84 between Nampa and Caldwell. I live in Nampa and work in Caldwell. I do not believe there is a worse stretch of freeway in all of Southern Idaho that this small stretch of road. It is rough and just not maintained well. There is tar patches that are not sealed and I am concerned about the affect on my tires and car's suspension.</p> <p>I would love to see three lanes each way but I would vote to just have the payment replace like it has been done between Boise and Mtn. Home, also the other side of Burley.</p> <p>Anything you can do to empres upon the powers at be to get this work done as soon as possible would be most appreciated. 5 years out is just too long to get this work done.</p> <p>Thanks for your consideration.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83651 Lynn Robinson Nampa</p>	<p>Email</p>
<p>It is my understand that improvements to I84 between Nampa and Caldwell have been cancelled by the COMPASS program. I am incredibly unhappy and do not agree with this change! As a citizen and tax payer of Caldwell, our city needs such improvement and</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation</p>	<p>Dorys Delacruz</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>should not be restricted. I am sure all of you know what a mess the freeway is after you leave the Franklin interchange in Nampa. The conditions will only worsen and it will be unsafe to travel in. I want you to reconsider this decision and understand and know we count in Caldwell.</p>	Department		
<p>No way would the road between the Franklin interchange in Caldwell and Franklin Road in Nampa pass any kind of reasonable inspection. And, I 'm speaking of the road lanes themselves not mentioning the horrible condition of the shoulder on the passing lane where weeds are growing through the cracks. The entire right-of-way is disreputable and shows a total lack of consideration for Caldwell as a viable productive area of the Treasure Valley. ITD needs to find the budget means to improve this stretch of highway or we can truly become a no-man/no-woman's land. Thank you,</p>	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	83605 Sharon Hubler Caldwell	Email
<p>I84 between Franklin and Caldwell is a complete mess and downright scary. It is unacceptable for Compass to discontinue work in this area especially for those people who commute to Meridian and Boise daily!</p>	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Amy Lindsay	Email
<p>Compass needs to rethink its decision not to improve I-84 between Nampa and Caldwell. The road is becoming especially dangerous, with the cracks and uneven surface covering nearly all of the roadbed. There may be less car traffic in that stretch, but the number of semi's and long loads remains the same as other stretches between Boise and Nampa. I have personally seen several triple-trailer semi's sway and bounce over the cracks and patches many times. Fix it before someone is killed because of the bad surface, and Compass and ITD get sued.</p>	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Madeline Buckendorf	Email
<p>Hi, I-84 between Franklin in Caldwell and Franklin in Nampa is sooooo bad. I take ustick till it's safe further on. Get truckers to pay their fair share. They're harder on roads.</p>	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Anonymous	Email
<p>Please see attached letter from the City of Nampa.</p>	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	83651 Robert L. Henry, Mayor Nampa	Letter Via Email
<p>I was disappointed to hear that improvements to I84 between Nampa and Caldwell have been cancelled. That particular section of freeway is in bad disrepair, particularly just east of the Franklin exit in Caldwell. I hope you will reconsider and reinstate the improvements.</p>	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Maurine Johnson Greenleaf	Email
<p>It seems there is always enough money to keep fixing I-84 around the Boise area, but anything going East is the slum areas and not worth fixing. Try spreading the money out a little better.</p>	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Anonymous	Email
<p>I would like to provide my comments on the removal of I84 improvements from the ITD budget. I feel, and ITD basically confirmed I84 in Canyon County is in desperate need of not only resurfacing a, also widening to properly accommodate the daily traffic use. I find it very hard to understand how ITD ca spend millions of dollars to improve drainage on I84 in the Boise area, which by the way I have never seen flood in my 20 years in this valley, and millions more to construct part of highway 16 that may or may not connect</p>	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	83686 Gregory G. Smith Nampa	Email

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Emmett and I84 some say when tens of thousands vehicles use I84 daily. It is obvious to anyone who travels I84 in Canyon County that improvements are desperately needed. I travel I84 daily to and from Boise and Canyon County is in much worse condition. Thank you for considering my comments.</p>			
<p>I am a fuel tanker driver. I drive this road everyday along with many of my co workers. This road is in terrible shape. It was narrowed down from 3 lanes to two lanes at one of the busiest areas rather than taking it past Nampa. There are wrecks daily and the asphalt is in horrible shape. You need to have a death grip on the wheel to keep yourself in the lane and to keep from jumping into other traffic. The road has not been worked on except for maybe a squirt or two of tar into the cracks. It is a very busy stretch of freeway that drastically needed fixed long ago. The band aid that was put on it was worn out before it was ever applied. You really need to look into this section of highway before you lose more lives.</p> <p>Thank you for your time..</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Stanley Black</p>	<p>Email</p>
<p>I would like to add my voice to those encouraging reconsideration of improvements of I84 from Nampa to Caldwell. It is in very bad condition, I would say almost unsafe as one leaves Caldwell, going east. We in Canyon County send a lot of our population to Ada County and back everyday for employment. The means of commuting certainly considers more consideration than to be put on the back burner, or taken completely off the stove, for the near future.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Elaine Carpenter Caldwell</p>	<p>Email</p>
<p>Most of my concerns about the Regional Plans and Five Year Workplan are in regard to the lack of sensible/simple cost/benefit analysis to reduce the unnecessary extent of declining public health and safety, and perceived deficiencies in transportation planning to protect and preserve our heritage and community quality. I can only address our area, so will try to list once again the issues for the record that we have been addressing with your agencies for more than twenty years. Others before us tried for decade to protect our neighborhood's schools and children.</p> <p>There are plans and budgets to encourage more cut-through highway type traffic to and from State HWY 55, Eagle, East End, Hidden Springs, Bogus Basin, and Harris Ranch, etc., via Hill Road, through Boise's Historic North End, without concurrent plans to deal with the impacts downstream in neighborhoods who have documented traffic impact problems since 1981, the largest traffic hazard increases being manipulated through the highest possible numbers of schools, children, and bike routes. This greatly multiples the vehicular and pedestrian and cyclist conflicts, directly reducing connectivity and safety for the most vulnerable citizens and their families.</p> <p>In the 1970s and/or early 1980s the Regional Planners adopted a Transportation Plan for Boise's North End that chose 18th Street as the new through-route to save Harrison Blvd. Due to claims of corruption, threats, etc., the traffic was suddenly moved into and through multiple school zones along 15th and Fort Streets, despite such actions being in violation of local planning documents, ethics, common decency, and Federal planning guidelines. Many of the people involved are still politics, which may be why this very</p>	<p>Comment provided to the COMPASS Board of Directors and the Ada County Highway District</p>	<p>83702 Cherie Cole Boise</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>basic planning error and violation of public trust has yet to be corrected.</p> <p>On the most fundamental level, doesn't it make sense not to "plan" to push the most dangerous and increasing vehicular and human risks into the highest volumes of children, which in turn affects the most families across the entire neighborhood???</p> <p>Both the children and the schools themselves are worthy of significant protection of those community assets. This is an open grid neighborhood - there is ZERO need to push cut-through traffic, and stranger dangers, into the children and schools' environments, as well as the cycling community's historic Ridge to River Bikeway along 15th Street. Something near 3,000 children are at much higher daily risk than necessary on this one route alone. I know other streets have issues, but this is so ridiculously apparent that I don't know how any agency can ignore and worsen the problem for so long.</p> <p>In regard to preservation of this famous Historic neighborhood, who really thinks it is wise to hack the heart out of the center of the neighborhood, waste the school/public assets, endanger generations, and split Harrison Blvd from Hyde Park with a State Street type traffic corridor?</p> <p>I feel I cannot write enough to get this aspect of Environmental Justice, Social Engineering, reckless disregard to Public Health and Safety, proven increased cancers and other long term health problems in children and ongoing generations in too-close proximity to traffic pollutants, further relating to community economic viability and indigent health care.</p> <p>We received 98% support for traffic calming along 15th Street many, many years ago, went through years and years of processes, were told by ACHD it was fully funded, yet the project is still less than 50% constructed. The traffic has been redirected even more intensely off Harrison Blvd and into the school streets since then, magnifying the traffic hazards despite 30 years of public input and investments. We read about support and encouragement for more cycling and "Safe Routes to School, which would help with pollution, the diabetes epidemic, social isolation, yet the transportation planning works violently and relentlessly against the survival of what "neighborhood" and "community" mean. What good does public input really do? Or federal transportation planning standards? Sent without edit, October 3, 2014</p>			

Comments for Public Comment Period August 11 through September 3, 2014

Number of comments received: Comment Form: 3, Email: 4, Letter: 0

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<i>Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program</i>			
<p>The TIP is inadequate in planning and implementing expansion of transit options, particularly expansion of bus and van services to reach more people and businesses. It also fails to focus on the critical need for planning and investment NOW along the two high capacity transit corridors that have been identified in Communities in Motion for years. The state of Idaho and most of the local governments in the Treasure Valley have great difficulty measuring the economic, social and educational value that a reliable, accessible and frequent transit system can provide individuals and businesses throughout the Treasure Valley. Similarly, we haven't quantified for the public the long-term cost of continuing to postpone meaningful investment in transit options. The assumption is that before people will prioritize local investment in anything but more and wider roads, they must experience a greater level of pain: more congestion, more air and water pollution, degradation of their quality of life, etc... Of course, at that point, the Treasure Valley will have lost any competitive advantage it has today. Businesses will look elsewhere for a better investment. There are business and community leaders in the Treasure Valley today who are ready to engage the public and help plan and invest in transit options. Unless I missed something buried in the TIP, it implies the opposite - that there is little public interest so transit will continue to be relegated to the vague and distant future. (i.e., Key# 13046 is vague to the point of being meaningless. It pays lip-service to high capacity "analysis" sometime in 2018 but little else.) Perhaps there is an assumption underlying the TIP that it will take the federal government to push the Treasure Valley into investing in transit options if it is to happen. In fact, as more of the nation's population lives in urban areas served by transit systems, a greater percentage of federal transportation funds may well be focused on improving existing transit infrastructure. Idaho's inadequate state and local transit planning and investment will put us in an even more precarious position to compete for those funds. Taxpayers from other parts of the country will not be interested in helping Idaho expand its reliance on just one form of transportation when other regions made the tough decisions years before to provide transportation choices to their businesses and citizens.</p>	<p>Comment provided to the COMPASS Board of Directors.</p>	<p>83712</p>	<p>Online comment form</p>
<p>Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized!</p>	<p>Comment provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program			
<p>I am commenting on the following KEY numbers: 12363, 13907, 13479, 12369, 13903, C304, C305. The project descriptions are so vague as to be useless. If you want real feedback, then you need to do a better job than a 5 word descriptions which means nothing. The organization of this report is almost completely useless. near as I can tell, projects are not organized by fiscal amount, by geographic location, nor by requesting agency, making finding relevant projects also a waste of time. Is this report specifically designed to be hard to read to discourage feedback? Providing an overview with the relevant project numbers in a separate PDF file is about as inconvenient as possible. Also, a PDF is about the most inconvenient method possible to display data that needs to be searched through. Why not copy and paste this into a spreadsheet, where it can at least be sorted by some measures as needed by the public? Many descriptions include jargon that the public has no way of looking up or deciphering. "Set-aside for STP-TMA cost increases" means nothing to your neighbors. Here is a reasonable description: This project will rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. This is a Federal Land Access Program project managed by Western Federal Lands." That at least tells us where the project will be, what it will do, and who is going to manage the project.</p>	<p>Comment provided to the COMPASS Board of Directors.</p> <p>The key numbers listed relate to ACHD Capital Maintenance projects. Staff will add a link to ACHD's Design and Construction Review report which provides project segments when available. http://www.achdidaho.org/Projects/DCR/DCR.pdf</p>	<p>83704 Jason Robinson Republican Liberty Caucus of Idaho</p>	<p>Online comment form</p>
<p>I have only one general comment on the TIP. SH 20/26 has been overlooked long enough. It needs to be widened as soon as possible from Eagle Road to Linder and then from Linder to the SH-16 extension soon thereafter. This has to be one of the most congested sections of the state highway system. I understand ITD is working on the design in incremental sections. Anything that can expedite that would be welcome. Thanks, David</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>80703 David Turnbull Brighton Corporation</p>	<p>Email</p>
<p>On behalf of Ada County, I respectfully submit a request that the Ada County Warm Springs Pathway Improvements project (currently scheduled for 2017) be funded sooner if the funds become available. We appreciate the opportunity to use grant funds to increase safety along this well-traveled portion of the bike path and would appreciate advancement of funds, if possible.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Selena O'Neal Ada County</p>	<p>Email</p>
<p>It has been brought to my attention by staff reviewing your draft TIP that both, the description and title for KN 13054 are misleading. This work is not in fact on "SH-44", it is west of where SH-44 ends. This road segment is called Ext 44 Rd. This is an LHTAC project but I bring it up to you since staff was looking at your TIP. Thanks.</p>	<p>Technical corrections made</p>	<p>Aaron Bauges ITD</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
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Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program

Please pass these along to whomever is the right person to review and correct (if my observations and recommendations are correct). Thanks, Jeff
 PS I'm familiar with Eagle (primarily), so these are the only ones I've looked at carefully.

Technical corrections made

Jeff Madsen

Email

Pathway, Dry Creek Trail, Phase 2, Eagle

Key #: 13917
 Requesting Agency: City of Eagle
 Project Year: 2017
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$100
 Total Cost (Previous + Programmed): \$100
 Project Description: Project will connect the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55 in the City of Eagle.



Funding Source: TAD-TMA Local Match: 7.34% Funding Allocation: 100% Alternative

This appears to be the wrong map for the description. Whether this is the right map or not, State Street is erroneously listed as "Eagle Rd."

SH-44, State Street to SH-44 (Eagle Road), Pavement Preservation, Eagle

Key #: 13923
 Requesting Agency: ITD
 Project Year: 2016
 Total Previous Expenditures: \$75
 Total Programmed Cost: \$2,857
 Total Cost (Previous + Programmed): \$2,932
 Project Description: Project will resurface SH-44 from East State Street to the junction of SH-55 North in the City of Eagle.



Funding Source: Pavement Preservation Local Match: 7.34% Funding Allocation: 100% Dist

This map shows the wrong section of SH-44 for the description. The section of SH-44 described should be about 2 miles to the east of this section.

Comment	Staff response to questions	Zip Code and Name/affiliation (if included)	Format
<i>Question 2. Comments on the Air Quality Conformity Demonstration for Northern Ada County</i>			
<p>Comments above regarding inadequate planning and investment in transit options applies here as well. The circular reasoning is frustrating. Since state and local governments can't figure out funding for transit today, they cannot anticipate anything but current transit levels well into the future. In fact, the COMPASS model travel modes section (page 14) admits as much: "Currently, no major system expansion is funded for the region's transit system in either the draft FY2015-2019 TIP or CIM 2040. Therefore, only the transit system as it exists today is included in the analysis through 2040."</p>	<p>Comment provided to the COMPASS Board of Directors.</p> <p>Federal regulations specify that only funded projects are to be included in the air quality conformity demonstration. As there is not funding for an expanded transit system, one cannot be included in air quality conformity demonstration modeling.</p>	83712	Online comment form
<p>Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized!</p>	<p>Comment provided to the COMPASS Board of Directors.</p>	83702	Online comment form
<p>This document is mostly useless to any resident of Ada County. I am sure that COMPAS didn't actually expect any citizens to pour through 32 pages of bureaucratise with no clear description of impact to the average resident. Will emissions testing prices go up? Will vehicle emissions be tightened like in CA? Will we see per-mile taxes placed on vehicles?</p>	<p>Comment provided to the COMPASS Board of Directors.</p> <p>The sole purpose of the air quality conformity demonstration is to demonstrate whether or not future transportation projects will cause northern Ada County to violate air quality "budgets" set by the Department of Environmental Quality. The results of the analysis indicate they will not.</p> <p>The air quality conformity demonstration is not intended to address policy issues.</p>	83704 Jason Robinson Republican Liberty Caucus of Idaho	Online comment form

Comment	Staff response to questions	Zip Code and Name/affiliation (if included)	Format
Question 3. Comments on the FY2015 federal program of projects proposed for funding by Valley Regional Transit.			
VRT's budget is fine for the short-term.	Comment provided to the COMPASS Board of Directors.	83712	Online comment form
Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized!	Comment provided to the COMPASS Board of Directors.	83702	Online comment form
Why isn't this information, which is formatted in rows & columns, distributed in MS Excel, or OpenOffice spreadsheet format? That would make sense for tabular financial data.	Comment provided to the COMPASS Board of Directors.	83704 Jason Robinson Republican Liberty Caucus of Idaho	Online comment form

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City of Eagle

P.O. Box 1520
Eagle, Idaho 83616
208-939-6813

Mayor
James D. Reynolds

Council Members
Mark Butler
Mary McFarland
Jeff Kunz
Stan Ridgeway

September 24, 2014

COMPASS

Attn: Toni Tisdale
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Idaho Transportation Department
Attn: Amy Revis, District Engineer
P. O. Box 8028
Boise, ID 83707-2028

SUBJECT: Proposed Changes to the DRAFT FY2015-2019 Regional Transportation Improvement Program (TIP)

Dear Transportation Agencies,

The City of Eagle received notice on September 19, 2014, that the comment period for the FY 2015-2019 TIP was being extended to allow for additional agency comments due to significant changes in the program initiated by the Idaho Transportation Department. While historically the Eagle City Council would provide comment on these matters, City staff is providing the following comment on the projects that are new or changing within the City's planning sphere of influence due to the short timeline and limited public comment window provided to address these changes.

Projects proposed for addition as compared to original draft FY2015-2019 TIP

- **ITS, SH-55 (Eagle Road) Adaptive Signals, Ada County (H339)**
 - Listed under "New roadway safety projects"
City Comment: *The City supports projects that will increase safety along the SH55 Corridor.*
- **SH-16 and Beacon Light Road Intersection Improvements, Ada County (H338)**
 - Listed under "New roadway safety projects"
City Comment: *The City would ask ITD and COMPASS to review the City's comments on the 2014-2018 Integrated Five Year work Program provided in a letter to the Ada County Highway District, dated April 29, 2014 (see attached).*
- **SH-55, Overhead Message Sign Near Avimor, Ada County (H344)**
 - Listed under "New roadway maintenance (preservation and restoration) projects"
City Comment: *The proposed project is not consistent with the City's sign Code (ECC 8-2A) but staff recognizes the project will be constructed outside of City limits.*

Projects proposed for changes in scope as compared to original draft FY2015-2019 TIP

- **SH-55 (Eagle Road) and SH-44 Intersection, Eagle (13476)**
 - Convert to major intersection improvements and delayed; project in Early Development Program - construction considered unfunded
 - Listed under "Major re-scope roadway projects"
City Comment: The City has had very limited discussions with ITD on this change and limits comment until additional public participation and design can be included. The City's concerns that should be included in the project design and development include pedestrian safety (including grade separated crossings), local road access and crossings mid-mile between Edgewood Lane and Eagle Road, impacts to the local road network including, but not limited to, the Eagle Road and Plaza Drive intersection and the Eagle Road and State Street intersection to the north of the project site. Further, staff is concerned about the project being "unfunded" beyond initial design. If ITD conducts public participation and selects a locally supported design it is imperative that the project move forward to construction in a timely manner otherwise the community may see the process as disingenuous and the project may quickly lose the community's support.

- **US 20/26, Meridian Road and Locust Grove Road Intersections, Meridian (13941)**
 - Removed Meridian Road intersection and advanced to 2017
 - Listed under "Major re-scope roadway projects"
City Comment: The City supports the advancement for these projects from 2018 to 2017.

The City staff strongly urges that in the future changes of this significance from ITD be delivered to COMPASS prior to the customary/formal public comment period for the TIP. Further, that significant changes should be discussed with the local jurisdictions prior to requesting comment and in a manner that allows for the active engagement of our elected officials (15-days is not sufficient to promote a public process at the local level). If you have any questions please do not hesitate to contact Nichoel Baird Spencer in our planning Department at 939-0227.

Sincerely,



James D. Reynolds
Mayor

Cc: Eagle City Council
ACHD
File



City of Eagle

P.O. Box 1520
Eagle, Idaho 83616
208-939-6813

Mayor
James D. Reynolds

Council Members:
Mark L. Butler
Mary McFarland
Jeff Kunz
Stan Ridgeway

April 29, 2014

Ada County Highway District
3775 Adams Street
Garden City, Idaho 83714

SUBJECT: City of Eagle Recommendation on 2015-2019 IFYWP

Dear Commissioners,

Thank you for the opportunity to provide agency comments for the 2015-2019 IFYWP. The City appreciates ACHD's efforts to keep the City's top priority projects funded. The following list is the City's recommendation for the agency requests for the 2015-2019 IFYWP:

Rank	Project Name	Request Description
1	Plaza Dr to State Street, including the Eagle/State intersection	<i>Implement traffic and safety improvements needed to improve traffic flow on Eagle Rd from Plaza Dr north to State St with an in depth study, and answers provided to the public, regarding the safety of, included but not limited to, the following high risk groups: bicyclists, children, elderly, hearing impaired, pedestrians, scooters, visually impaired, and wheelchairs for all potential alternatives for this intersection.</i>
2	Hill Rd Extension, SH55/State Street	<i>Construct the extension of Hill Rd between Horseshoe Bend Rd and E. State St, including center medians at specified locations.</i>
3	Beacon Light Rd/SH 16	<i>The intersection should be looked at for safety. If safety warrants, install a signal at this intersection. But ultimately work with ITD to provide a disconnect between Beacon Light and SH16</i>
4	Ballantyne/Floating Feather	<i>Intersection improvements (including improvements to the east leg of the intersection).</i>
5	Floating Feather Rd/Park Ln	<i>Intersection improvements.</i>
6	Eagle Rd, Floating Feather Rd/Beacon Light Rd	<i>Curb, gutter, sidewalks, and bike lanes on both sides of Eagle Rd, from Floating Feather to Beacon Light Rd.</i>
7a	Linder Rd, Boise River/SH44	<i>Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from Chinden Blvd (across the Boise River) to SH-44.</i>
7b	Linder Rd, Chinden Blvd/Boise River	<i>Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from Chinden Blvd (across the Boise River) to SH-44.</i>
8	Beacon Light Rd	<i>Preserve right-of-way from SH-16 to SH-55 for no more than 3-lanes.</i>
9	Floating Feather Rd Alignment	<i>Remove the offset at Palmer Ln. and install curbs, gutters, and sidewalks since this road serves as a connecting route for multiple area schools.</i>
10	Three Cities River Crossing	<i>Continue to pursue right-of-way acquisition and CN of the Three Cities River Crossing project.</i>

Rank	Project Name	Request Description
11	Linder Rd, SH44/Floating Feather Rd	<i>Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from SH-44 to Floating Feather Rd.</i>
ED1	Aikens St, Eagle Rd/2nd St	<i>To enhance traffic circulation in downtown extend Aikens St. east to Second St. from its current terminus to Second St. as shown on the Transportation/Pathway Network Map 8.2 within the City of Eagle 2011 Comprehensive Plan.</i>
ED2	Plaza Drive Extension Across SH44	<i>Support the CN of Plaza Dr extending eastward from 2nd St to the existing segment of Plaza Dr within Rocky Mountain Business Park and then southward across SH-44 and connecting to Riverside Dr generally in the north/south alignment with Palmetto Ave. If the entire corridor cannot be constructed at one time, then first extend Plaza Dr from Second St across the ACHD-owned property.</i>
CP1	Park Ln/Cardon St	<i>Add pedestrian signal and lighting at existing pedestrian crossing for Eagle High School</i>
CP2	Floating Feather Rd, Park Ln/Ballantyne Ln	<i>Sidewalks on Floating Feather from Park Ln to Ballantyne.</i>
CP3	SH44, Edgewood Lane/Horseshoe Bend Rd	<i>Construct pedestrian improvements on SH-44 from Edgewood Lane to Horseshoe Bend Rd.</i>
CP4	Beacon Light Rd, SH55/SH16	<i>Requested pedestrian improvements (sidewalks) and bike facilities on Beacon Light Rd from SH-55 to SH-16.</i>
CP5	Horseshoe Bend, SH44/Hill Rd	<i>Construct pedestrian and bike facilities on Horseshoe Bend from SH-44 north to Hill Rd and continue on Hill Rd from Horseshoe Bend Rd west to SH-55</i>
CP6	Dry Creek Pedestrian Underpass	<i>Phase One: Project provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle. It will connect the Dry Creek Pathway and the northeast side with the Eagle Island Pathway system. Phase Two: will connect the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55 in the City of Eagle.</i>

Thank you for the opportunity to provide agency comments for the 2015-2019 IFYWP. The City appreciates ACHD's efforts to keep the City's top priority projects funded.

Sincerely,

James D. Reynolds
Mayor

cc: Eagle City Council
File

From: Brian Allen <ballen1051@aol.com>
To: ballen1051 <ballen1051@aol.com>
Subject: Fwd: Condition of roads between Caldwell Airport and Exit 28
Date: Tue, Sep 23, 2014 1:31 pm

-----Original Message-----

From: Brian Allen <ballen1051@aol.com>
To: ballen1051 <ballen1051@hotmail.com>
Sent: Tue, Jul 1, 2014 7:33 pm
Subject: Re: Condition of roads between Caldwell Airport and Exit 28

Mr. Rush,

Thanks for your reply to my inquiry concerning the condition of the I-84 roadway. I am really looking forward to some improvement in the near future and hopefully will live long enough to see a new roadway from where they left off in Nampa to where the new I-84 was started around Sand Hollow. You may surely utilize my comments for the public comment period.

Brian Allen

-----Original Message-----

From: Brian Allen <ballen1051@hotmail.com>
To: ballen1051 <ballen1051@aol.com>
Sent: Tue, Jul 1, 2014 7:23 pm
Subject: Fw: Condition of roads between Caldwell Airport and Exit 28

-----Original Message-----

From: Adam Rush
Sent: Tuesday, July 01, 2014 4:41 PM
To: ballen1051@hotmail.com
Subject: Condition of roads between Caldwell Airport and Exit 28

Hello Mr. Allen,

I shared your e-mail regarding the condition of roads between the Caldwell Airport and Exit 28 with transportation department staff members who are familiar with the area.

They identified the area as I-84 between Milepost 28.2 (just west of Exit 29), and Milepost 29.7 (where Linden Road crosses under I-84 by the Caldwell Airport).

This section has deteriorated more rapidly than some of the adjacent roadway. The transportation department is planning on cracksealing it and placing some thin lift patches with a grader in the next couple of months. Major repairs most likely will not occur until 2019, when there is a rebuild programmed for the section between milepost 28.3 and milepost 36 (where the GARVEE widening ends at Franklin).

At that time, work could include rebuild the route from the base up, which it needs.

If you would like, I could include your comments in the public comment period for the draft Idaho Transportation Investment Program. The department is currently accepting comments from the public on needed improvements to the highway

system. Having your comments submitted for the Idaho Transportation Investment Program would help your concerns to be shared with additional transportation department staff.

I could use your original inquiry from March of this year if you'd like to e-mail that to me.

Sincerely,

Adam Rush

Public Involvement Coordinator

Idaho Transportation Department

Office of Communications

Direct Line: 1-208-334-8119

E-mail Address: adam.rush@itd.idaho.gov

From: Brian Allen <ballen1051@aol.com>
To: ballen1051 <ballen1051@aol.com>
Subject: Fwd: Caldwell-area freeway work
Date: Tue, Sep 23, 2014 1:31 pm

-----Original Message-----

From: Brian Allen <ballen1051@hotmail.com>
To: ballen1051 <ballen1051@aol.com>
Sent: Mon, Sep 8, 2014 2:15 pm
Subject: Fw: Caldwell-area freeway work

-----Original Message-----

From: Reed Hollinshead
Sent: Monday, September 08, 2014 2:03 PM
To: ballen1051@hotmail.com
Subject: Caldwell-area freeway work

Mr. Allen - There is no current plan for work on I-84 in the area west from Garrity to Caldwell, except for a project currently slated for 2019. There is an identified need, but no funding has been identified for any in-depth reconstruction or expansion of the existing highway in that area. One of the issues is that it must compete with all other needs statewide for transportation dollars, and the traffic volume drops off pretty significantly once you get past Garrity or Franklin heading west. However, we'll be keeping our eyes on it, and sheer traffic volume as Canyon County grows might dictate that something happens sooner rather than later.

Thank You!

Reed Hollinshead
Public Information Specialist
Idaho Transportation Department
208 334-8881

From: Brian Allen <ballen1051@hotmail.com<<mailto:ballen1051@hotmail.com>>>
Date: Saturday, September 6, 2014 at 11:53 AM
To: "Comments@itd.idaho.gov<?"mailto:Comments@itd.idaho.gov>"
<Comments@itd.idaho.gov<<mailto:Comments@itd.idaho.gov>>>
Subject: I-84 corridor

I see on your website concerning the flow of traffic and commerce from west of Caldwell to the Boise/Meridian area, however I see nothing in the planning stages or otherwise from West of Caldwell to where the last freeway upgrade was stopped in the Nampa/Garrity area. Please let me know when this stretch of roadway will be done?

Thanks

From: Brian Allen <ballen1051@aol.com>
To: ballen1051 <ballen1051@aol.com>
Subject: Fwd: Condition of Canyon County Road
Date: Tue, Sep 23, 2014 1:31 pm

-----Original Message-----

From: Brian Allen <ballen1051@hotmail.com>
To: ballen1051 <ballen1051@aol.com>
Sent: Tue, Jul 1, 2014 7:24 pm
Subject: Fw: Condition of Canyon County Road

From: [Brian Allen](#)
Sent: Saturday, March 08, 2014 6:28 PM
To: [Ken Couch](#)
Subject: RE: Condition of Canyon County Road

Julie,

As you can see from all the attached, I was initially wrong on who controlled this portion I-84, and all the phone calls, etc. were handled expeditiously and professionally to get this complaint to the correct people.

Brian Allen

From: Ken.Couch@itd.idaho.gov
To: info@canyonhd4.org; ballen1051@hotmail.com
CC: ryoungblood@canyonhd4.org; jgibbons@canyonhd4.org; jmcevov@canyonhd4.org
Date: Thu, 6 Mar 2014 13:58:51 -0700
Subject: RE: Condition of Canyon County Road

Thanks Elaine!

I will address this.

Thanks!
Ken Couch

Transportation Technician Principal
ITD Caldwell Maintenance
208-459-7429 ext 103 Office
208-830-3638 Cell

***CONFIDENTIALITY NOTICE: This e-mail message may contain legally privileged and confidential information exempt or prohibited from disclosure under applicable law. If you are not the intended recipient of this e-mail, please notify this sender immediately and do not deliver, distribute or copy this e-mail, or disclose its contents or take any action in reliance on the information it contains.

From: Canyon Hwy Dist 4 [<mailto:info@canyonhd4.org>]
Sent: Wednesday, March 05, 2014 4:22 PM
To: 'Brian Allen'
Cc: ryoungblood@canyonhd4.org; jgibbons@canyonhd4.org; jmcevov@canyonhd4.org; Ken Couch
Subject: RE: Condition of Canyon County Road

Hello Mr. Allen,

Thank you for your email and concerns regarding I-84 between the Middleton Exit and the Caldwell Airport. However, the state highways are maintained by the Idaho Transportation Department and I have forwarded your email to the District 3 office. Thank you for calling and following up on your email, as I said to you on the phone our office will be glad to forward your email to ITD and if you have any more questions their phone number is 459-7429.

Have a wonderful evening!!

Elaine Jessup
Administrative Assistant
Canyon Highway District No. 4
454-8135

From: Brian Allen [<mailto:ballen1051@hotmail.com>]
Sent: Wednesday, March 05, 2014 4:07 PM
To: ryoungblood@canyonhd4.org; jgibbons@canyonhd4.org; jmcevoy@canyonhd4.org; info@canyonhd4.org
Subject: Condition of Canyon County Road

Good day,

I am writing to you to complain concerning the road conditions between the Middleton exit and Caldwell Airport on I-84. This situation is prevalent both Eastbound and Westbound. I saw crews filling in holes with asphalt this afternoon near the Flying J exit, however these do not last very long, as the big trucks just dig them up and then the pieces fly every which way.

I went into Meridian today and I live in Caldwell and take the Caldwell entrance to the freeway, and there are numerous holes and places where the partial overlay which has been done in the past have large gaps in them and holes as well. Again, the trucks let fly various pieces of asphalt every which way and it is very dangerous either being quite a ways behind them or even passing them to get out of the onslot of objects being thrown at cars/trucks. I am sure quite a few windshields have been broken/cracked/chipped due to this being done. Every time lately when I come home from the Boise/Nampa area or go into the same locations, I get pelted numerous times in these degraded areas. I have already fixed two chips in my windshield, and am just waiting to get a big enough chunk where I will be required to pay the price of a new windshield or headlight fixture on my vehicles.

My question is: what is being done to correct this situation other than filling the potholes? I believe a complete roadway coating is in order to take care of the situation.

Your prompt reply would be appreciated.

Thank You

Brian Allen
211 N Alaska Ave
Caldwell, Id 83605
989-2876 (cell)
459-2583 (home)

From: Brian Allen <ballen1051@aol.com>
To: ballen1051 <ballen1051@aol.com>
Subject: Fwd: I-84 Upgrade Garrity to Caldwell
Date: Tue, Sep 23, 2014 1:30 pm

-----Original Message-----

From: Garret Nancolas <gnancolas@cityofcaldwell.org>
To: Brian Allen <ballen1051@aol.com>
Sent: Tue, Sep 9, 2014 8:04 am
Subject: RE: I-84 Upgrade Garrity to Caldwell

Hello Brian,

Thank you very much for your information and effort on this issue. As you know, this is a priority for Caldwell and we are very concerned over the condition of the Interstate. Sometimes hearing from the public helps our cause in keeping this effort at the top of ITD's radar screen!

We will continue to push through COMPASS as well as through our Legislators to get funding for this much needed project!

Garret

From: Brian Allen [<mailto:ballen1051@aol.com>]
Sent: Monday, September 08, 2014 9:20 PM
To: Garret Nancolas
Subject: I-84 Upgrade Garrity to Caldwell

Mr. Mayor,

Thought I would keep you in the loop concerning my inquiry into why ITD does not have anything on their website as far as future planning for the Garrity to Caldwell I-84 upgrade. I do not understand why they upgraded Ontario to Caldwell instead of spending the funds to complete our section of I-84. I have written to all of our legislators, the heads of both House and Senate Transportation Committee chairs, and the House and Senate Leaders with attachments of my e-mail and the reply from ITD. I sure hope that some of these people have had the opportunity to drive both the Eastbound and Westbound segments of I-84 between Garrity and Caldwell to see how poor a condition most of it is, especially just outside Caldwell up to the Caldwell Airport. Thanks, and looking forward to having you in office in Caldwell for many years to come.

Brian Allen

-----Original Message-----

From: Reed Hollinshead
Sent: Monday, September 08, 2014 2:03 PM
To: ballen1051@hotmail.com
Subject: Caldwell-area freeway work

Mr. Allen – There is no current plan for work on I-84 in the area west from Garrity to Caldwell, except for a project currently slated for 2019. There is an identified need, but no funding has been identified for any in-depth reconstruction or expansion of the existing highway in that area. One of the issues is that it must compete with all other needs statewide for transportation dollars, and the traffic volume drops off pretty significantly once you get past Garrity or Franklin heading west. However, we'll be keeping our eyes on it, and sheer traffic volume as Canyon County grows might dictate that something happens sooner rather than later.

Thank You!

Reed Hollinshead
Public Information Specialist
Idaho Transportation Department
208 334-8881

From: Brian Allen <ballen1051@hotmail.com<<mailto:ballen1051@hotmail.com>>>
Date: Saturday, September 6, 2014 at 11:53 AM
To: "Comments@itd.idaho.gov<<mailto:Comments@itd.idaho.gov>>"
<Comments@itd.idaho.gov<<mailto:Comments@itd.idaho.gov>>>
Subject: I-84 corridor

I see on your website concerning the flow of traffic and commerce from west of Caldwell to the Boise/Meridian area, however I see nothing in the planning stages or otherwise from West of Caldwell to where the last freeway upgrade was stopped in the Nampa/Garrity area. Please let me know when this stretch of roadway will be done?

Thanks



October 1, 2014

Matt Stoll, Executive Director
COMPASS
700 N. East 2nd Street, Suite 200
Meridian, ID 83642

RE: FY15-19 Regional Transportation Improvement Program

Dear Director Stoll:

The Caldwell Chamber Transportation Committee has reviewed the recent changes to the draft FY15-19 Regional Transportation Improvement Program and provides the following comments for COMPASS' consideration:

1. ITD included, and subsequently removed, a project to rehabilitate Interstate 84 from US Highway 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. We encourage ITD to continue to seek funding to improve this section of I-84 in Canyon County. We note that the average annual daily traffic has increased 11% since 2008, and a significant investment is necessary to add capacity between Caldwell and Nampa in addition to the need for pavement restoration. Members of the Chamber's transportation committee are willing to form a working group to identify an improvement and funding plan. ITD needs to work as a partner with the affected local communities to identify the range of short- and long-term improvements that are critical to the current needs of existing businesses and residents as well as the future economic growth of Canyon County.
2. We support the expansion of the project at the US 20/26 and Farmway Road intersection to include both left and right turn lanes on US 20/26. There are adjacent commercial and industrial land uses and the improvements will enhance the economic value of these uses.

Thank you for your consideration of our comments. Please do not hesitate to contact me if you have any questions.

Sincerely yours,

A handwritten signature in cursive script that reads "Theresa Hardin".

Theresa Hardin
Executive Director
Caldwell Chamber of Commerce



John S. Franden, President
Mitchell A. Jaurena, Vice President
Rebecca W. Arnold, Commissioner
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner

October 1, 2014

Matt Stoll
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the proposed major changes to the DRAFT FY2015-2019 Regional Transportation Improvement Program (TIP). ACHD is appreciative of COMPASS' support of Ada County projects through grant funding, and ITD's focus on road safety projects. ACHD continues to be concerned regarding the lack of capacity improvements programmed on SH20-26 (Chinden) and SH44. In regards to the major changes to the TIP, ACHD offers the following comments for your consideration:

Projects proposed for addition as compared to original draft FY2015-2019 TIP

- ACHD fully supports the addition of an adaptive signal improvement project on State Highway 55 (Eagle Road) in FY 2017. ACHD agrees that there is an immediate need for signal timing improvements to provide a safer road for the public and to improve the flow of traffic on Eagle Road and connecting arterials.
- ACHD is pleased that ITD has chosen to include in FY 2017 a signal improvement project at the intersection of SH-16 and Beacon Light Road. ITD has had great success in making critical improvements by partnering with ACHD, and ACHD looks forward to working with ITD staff to implement this project and provide the public with a safer intersection.

Projects proposed for removal as compared to original draft FY2015-2019 TIP

- From a regional perspective, ACHD is concerned with removing roadway maintenance for I-84, US 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. Commuters have long since expressed concern with this section of I-84. If it is not improved, trips reroute onto the local system, causing additional capacity concerns, especially on the already over capacity mobility corridors. ACHD understands the need to design and execute the proper maintenance and capacity solutions for all road projects, but does not support ITD's decision to remove this project from the TIP.

Projects proposed for changes in scope as compared to original draft FY2015-2019 TIP

- The intersection of SH-55 (Eagle Road) and SH-44 is in need of enhancement to improve function and level of service. ACHD understands the need to design the correct solution, and that the project is now being re-scoped, but ACHD does not support placing the project in PD.
- The corridor that has received the least attention is Chinden Boulevard (US 20/26), where directional lane volumes currently exceed the planning threshold in both the A.M. and P.M. peak periods. Advancing the Chinden Boulevard and Locust Grove intersection improvement project is a step in the right direction, but ACHD would also strongly support including the Chinden Boulevard and Meridian intersection improvement that was eliminated in this draft update.
- The DRAFT TIP also contains a project for a surface treatment on Chinden, Locust Grove to Cloverdale, which, teamed with the intersections, addresses some principal concerns here. Due to the funneling of

traffic from four lanes to two, though, neither the treatment nor the intersection improvement addresses the nature and significant magnitude of congestion in this corridor. In order to take advantage of any available funds for construction, ACHD strongly encourages ITD to begin the design of this heavily impacted corridor. Land development is increasing in north Meridian and there is insufficient capacity in the parallel ACHD roadway system to handle the traffic that needs to be served by the state highway system. The new connection of SH-16 has only exacerbated the situation. ACHD will discuss partnership opportunities with the State to improve our joint intersections in this area. We believe projects such as SH44/Linder and Eagle/McMillan have provided wonderful templates for how partnerships can materialize.

Projects proposed for changes in year (advanced or delayed) as compared to original draft

FY2015-2019 TIP

- The one-year delay of the Local Highway Safety Improvement Program project for Cherry Lane, between Linder Road and Meridian Road, is understandable, and ACHD supports ITD's decision. In the future, we would encourage ITD to notify sponsoring agencies first so that these agencies don't first learn of such delays in the publication of STIP change documents.

Development program - construction considered unfunded.

- ACHD strongly supports resubmission of SH-44, SH-16 to Linder Road, between Eagle and Star for next year's Statewide Competitive Program. This segment of SH-44 is in need of increased capacity and, like nearby Chinden Boulevard, receives limited relief from parallel ACHD roadways. Also like Chinden, ACHD would encourage ITD to begin the design of this impacted corridor to handle the traffic best served by the state highway system. Having a designed project would allow ITD to take advantage of construction funds that may become available in the future.

Other

- Due to the number of near miss incidents and the increase in traffic on South Orchard Access Road due to the Mobilization and Training Equipment Site (MATES), ITD, Union Pacific Railroad, and Operation Lifesaver have identified the need for an improved South Orchard Access Road Railroad Crossing. ACHD has approved the Construction State and Local Agreement with ITD and is prepared to move forward with ROW improvements when funding is available.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,



Mitchell A. Jaurena
ACHD Commission Vice President

Cc: Compass Executive Committee



CANYON COUNTY COMMISSIONERS

Steve Rule
District I

Kathryn Alder
District II

Craig L. Hanson
District III

1115 Albany ❖ Caldwell, Idaho 83605 ❖ Telephone: (208) 454-7507 ❖ Fax: (208) 454-7336

October 1, 2014

Matt Stoll, Executive Director
COMPASS
700 N. East 2nd Street, Suite 200
Meridian, ID 83642

RE: FY15-19 Regional Transportation Improvement Program

Dear Director Stoll:


The Board of Canyon County Commissioners has reviewed the recent changes to the draft FY15-19 Regional Transportation Improvement Program and provides the following comments for COMPASS' consideration:

1. We understand ITD included, and subsequently removed, a project to rehabilitate Interstate 84 from US Highway 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. We encourage ITD to continue to seek funding to improve this section of I-84 in Canyon County. We note that the average annual daily traffic has increased 11% since 2008, and a significant investment is necessary to add capacity between Caldwell and Nampa in addition to the need for pavement restoration. Canyon County will work with ITD and COMPASS to identify funding strategies to complete the necessary short- and long-term improvements to the interstate.
2. We support the \$1,000,000 in FY19 funding for safety improvements at the US 20/26 and Franklin Road intersection in Caldwell.
3. We support the expansion of the project at the US 20/26 and Farmway Road intersection to include turn lanes. There are adjacent commercial and industrial land uses and the improvements will enhance the economic value of these uses.
4. The purchase of replacement transit vehicles in Parma and Melba is necessary to continue to provide mobility options for rural residents, and we appreciate the FY15 funding for these projects.

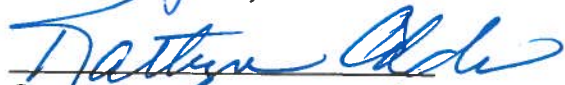
Thank you for the opportunity to comment on the proposed investments to the regional transportation system.

Sincerely,


CANYON COUNTY BOARD OF COMMISSIONERS



Chairman Steven J. Rule



Commissioner Kathryn Alder



Commissioner Craig L. Hanson

ROBERT L. HENRY
MAYOR



CITY HALL
411 3RD ST. SOUTH
NAMPA, ID 83651
(208) 468-5401
FAX: (208) 465-2227

OFFICE OF THE MAYOR

October 3, 2014

Dear Ms. Tisdale:

On behalf of the City of Nampa, I would like to formally register my concerns that the Idaho Department of Transportation may delay the upgrade and widening of I-84 between Caldwell and Nampa's Franklin Interchange.

This has been promised for years. We need that third lane to keep traffic moving through Nampa and westward into Caldwell.

- There's the safety factor. Just the simple narrowing from four lanes to two is a major traffic hazard for the high volume of commuters who travel from Canyon County to Ada County.
- We are concerned that businesses eying Nampa will be deterred by the fact that this major road improvement is not high on the priority list.

It is understandable that the Transportation Department may need to delay a project because of funding issues. But why does a major project go to the end of the list? Why a five-year delay?

I simply ask that you reconsider the needs and move the Nampa-to-Caldwell stretch of I-84 higher on the list and fund the widening and expansion sooner than 2020.

If you have any questions, please contact me.

Sincerely,

Robert L. Henry
Mayor

Draft FY2015-2019 Regional Transportation Improvement Program (TIP)

For purposes of this report, "major changes" to the FY2015-2019 TIP are defined as projects that are new, removed, advanced or delayed, as compared to the current FY2014-2018 TIP. Additional major changes were received after public comment ended on the original draft FY2015-2019 TIP. These additional changes are highlighted in gray in the table and are listed below. An explanation from ITD regarding why these changes are proposed is provided on the last page of this document.

Projects proposed for removal as compared to original draft FY2015-2019 TIP

- I-84, US 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa (H306)
 - Added to original draft TIP update, then removed.
 - Listed below under "New roadway maintenance projects"
- Capital Vehicle Purchase, VRT, Nampa - FY2016 (13957)
 - Project combined with key number 12364; only the key number listing is being removed, the actual vehicle purchase is still funded
 - Project will remain in FY2016
 - Listed below under "Delayed roadway projects"

Projects proposed for addition as compared to original draft FY2015-2019 TIP

- ITS, SH-55 (Eagle Road) Adaptive Signals, Ada County (H339)
 - Listed below under "New roadway safety projects"
- SH-16 and Beacon Light Road Intersection Improvements, Ada County (H338)
 - Listed below under "New roadway safety projects"
- SH-55, Overhead Message Sign Near Avimor, Ada County (H344)
 - Listed below under "New roadway maintenance (preservation and restoration) projects"
- South Orchard Access Road, Railroad Crossing, Ada County (12360)
 - Listed below under "Other"
- Transit Vehicle Replacement, Kuna Senior Center (**NEW2)
 - Listed below under "New transit projects"
- Transit Vehicle Replacement Melba, EOA (**NEW3)
 - Listed below under "New transit projects"
- Transit Vehicle Replacement Parma, EOA (**NEW1)
 - Listed below under "New transit projects"
- US 20/26 and Franklin Road, Caldwell, intersection improvements (H340)
 - Listed below under "New roadway safety projects"

Projects proposed for changes in scope as compared to original draft FY2015-2019 TIP

- US 20/26 and Farmway Road Intersection, Canyon County (H324)
 - Change from minor to major intersection improvements, including adding both left and right turn lanes on US 20/26 and adding signals to the intersection
 - Listed below under "New projects in other funding categories"
- SH-55 (Eagle Road) and SH-44 Intersection, Eagle (13476)
 - Convert to major intersection improvements and delayed; project in Early Development program - construction considered unfunded
 - Listed below under "Major re-scope roadway projects"
- US 20/26, Meridian Road and Locust Grove Road Intersections, Meridian (13941)
 - Removed Meridian Road intersection and advanced to 2017
 - Listed below under "Major re-scope roadway projects"

Projects proposed for changes in year (advanced or delayed) as compared to original draft FY2015-2019 TIP

- Cherry Lane, Linder Road to Meridian Road, Lighting Improvements (C315)
 - Listed below under "New roadway safety projects"
- I-84, Sand Hollow Interchange, Canyon County (H311)
 - Listed below under "New bridge maintenance"

New Roadway Maintenance (preservation and restoration) Projects:

Key Number	Project	Year of Funding	Total Cost
H306	I-84, US 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa (Removed)	2019	\$13,350,000
H344	SH-55, Overhead Message Sign Near Avimor, Ada County	2019	\$1,150,000

New Roadway Safety Projects:

Key Number	Project	Year of Funding	Total Cost
C315	Cherry Lane, Linder Road to Meridian Road, Lighting Improvements, ACHD	2016 2017	\$514,000
H321	I-84, Sign Structures at US 20/26 and I-84B/Centennial Way, Caldwell	2019	\$1,093,000
H339	ITS, SH-55 (Eagle Road) Adaptive Signals, Ada County	2017	\$450,000
C316	ITS, Northside Boulevard/Kings Road Signal Upgrades, Nampa	2016	\$291,000
H338	SH-16 and Beacon Light Road Intersection Improvements, Ada County	2017	\$1,000,000
H340	US 20/26 and Franklin Road Intersection, Canyon County	2019	\$1,000,000

New Bridge Maintenance (preservation and restoration) and Replacement Projects:

Key Number	Project	Year of Funding	Total Cost
H311	I-84, Sand Hollow Interchange, Canyon County	2019 2018	\$8,700,000
H312	SH-44, Canyon Canal Bridge, Middleton	2019	\$700,000

New Projects in the Surface Transportation Program-Transportation Management Area (Boise Urbanized Area) Program:

Key Number	Project	Year of Funding	Total Cost
C304	Capital Maintenance, ACHD - FY2020	PD	\$6,259,000
C305	Capital Maintenance, ACHD - FY2021	PD	\$6,259,000
C307	Capital Maintenance, Alternative Transportation Set-Aside, Boise - FY2019	PD	\$1,145,000
C308	Capital Maintenance, Alternative Transportation Set-Aside, Boise - FY2020	PD	\$1,145,000
C309	Capital Maintenance, Alternative Transportation Set-Aside, Boise - FY2021	PD	\$1,145,000
C310	Planning, COMPASS - PD	PD	\$232,000
C303	Planning, Congestion Management Study, COMPASS	PD	\$75,000
C301	Planning, Freight and Goods Movement Study Update, COMPASS	2018	\$400,000
C302	Planning, Transportation Operations, Mgmt and ITS Plan Update	2019	\$250,000
C306	Rideshare, ACHD, Ada County - FY2019	2019	\$220,000
CL170	Set Aside for STP-TMA Cost Increases - FY2017	2017	\$128,000
CL190	Set Aside for STP-TMA Cost Increases - FY2019	2019	\$100,000

New Projects in the Transportation Alternatives Program-Transportation Management Area (Boise Urbanized Area):

Key Number	Project	Year of Funding	Total Cost
C311	Ada County SR2S, VRT - PD	PD	\$156,000

New Projects in the Community Choices Program:

Key Number	Project	Year of Funding	Total Cost
H331	Pathway, Mill Creek Elementary, Middleton	2017	\$316,000
H332	Pathway, Warm Springs, Ada County	2017	\$1,334,000

Key Number	Project	Year of Funding	Total Cost
H335	Pedestrian Improvements, Lake Lowell Pathway, Nampa	2017	\$267,000
H325	Pedestrian Improvements, Lincoln Elementary, Caldwell	2015	\$75,000
H330	Pedestrian Improvements, Middleton Heights Elementary, Middleton	2016	\$286,000
H328	Pedestrian Improvements, Stoddard Pathway/Greenhurst Road, Nampa	2016	\$300,000

New Projects in Other Funding Categories:

Key Number	Project	Year of Funding	Total Cost
RD213-17	Lake Hazel Road Extension, Ada County	2016	\$1,285,000
H910	Metropolitan Planning - FY2019	2019	\$1,050,000
H324	US 20/26 and Farmway Road Intersection, Canyon County (convert to major intersection improvements)	2018	\$3,000,000

Major Re-Scope Roadway Projects:

Key Number	Project	Year of Funding	Total Cost
13476	SH-55 (Eagle Road) and SH-44 Intersection, Eagle (Convert to major intersection improvements and delayed. Project in Early Development program - construction considered unfunded.)	2017 NA	\$988,000 \$4,750,000
13941	US 20/26, Meridian Road and Locust Grove Road Intersections, Meridian (Removed Meridian Road intersection and advanced)	2018 2017	\$1,310,000 \$500,000

Projects for *Consideration in Statewide Competitive Program (Strategic Initiatives):

Key Number	Project	Year of Funding	Total Cost
*H310	I-84B, Curb Ramp Improvements, Canyon County	PD	\$2,400,000
*H322	SH 44, SH 16 to Linder Road, Between Eagle and Star	PD	\$4,995,000
*H323	SH-55 (Karcher Road) and Hoskins, Pride, and Riverside, Canyon County	PD 2019	\$1,545,000
*13921	US 20/26, Smeed Parkway to Middleton Road, Caldwell	PD	\$12,300,000

* The four projects above were submitted for competitive selection; at the time of the original TIP public comment period it was not known which, if any, would be funded. That selection has now occurred and H323 is the only one of the four to receive funding. However, KN 13921 is included in the TIP with funding for design; construction remains unfunded.

Advanced Roadway Projects:

Key Number	Project	Year of Funding	Total Cost
12898	Bowmont Road, Lynwood to SH-45, south of Nampa	2016 to 2015	\$2,270,000
13903	Capital Maintenance, ACHD – FY2019	PD to 2019	\$6,259,000
13933	I-84B, Nampa Library Block, Nampa	FY2015 to FY2014	\$485,000
13916	Pathway, Dry Creek Trail, Phase 1, Eagle	2016 to 2015/2016	\$101,000
13900	Planning, COMPASS - FY2019	PD to 2019	\$331,000
13904	Rideshare, ACHD, Canyon County - FY2019	PD to 2019	\$55,000
13912	SR2S, VRT, Ada County - FY2019	PD to 2019	\$156,000
12360	South Orchard Access Road, Railroad Crossing, Ada County	2014/2015 to 2014	\$305,000

Delayed Roadway Projects:

Key Number	Project	Year of Funding	Total Cost
13055	10 th Avenue Railroad Overpass, Caldwell	2017 to 2018	\$1,718,000
13957	Capital Vehicle Purchase, VRT, Nampa – FY2016	2015 to 2016	\$485,000

Key Number	Project	Year of Funding	Total Cost
12364	Capital Vehicle Purchase, VRT, Nampa - FY2017 FY2016 (combined with KN 13957)	2016 to 2017	\$485,000 \$970,000
13960	ITS, Garrity/Idaho Center Boulevard Signal Upgrade, Nampa	2015 to 2016	\$354,000
13349	SH-55 (Eagle Road), Meridian Towne Center	2014 to 2015	\$9,310,000
12886	US-95 Bridge Replacement at US 20/26 UPRR Overpass, Canyon County	2014 to 2016	\$6,325,000
RD202-37	Ustick Road, Meridian Road to Locust Grove Road, Meridian	2017 to 2017/2018	\$3,900,000

Removed Roadway Projects:

Key Number	Project	Year of Funding	Total Cost
13938	I-84, Blacks Creek to Mayfield Slope Flattening, Ada County	2017	\$1,573,000

Other:

Key Number	Project	Year of Funding	Total Cost
12360	South Orchard Access Road, Railroad Crossing, Ada County	2015	\$250,000

Project originally included in FY2015, but was expected to advance to FY2014. The project did not advance and is being added back into FY2015.

Transit Projects:

Major changes occurred throughout the transit programs as a result of comments from the Federal Transit Administration during the COMPASS Certification Review in April 2014. All annually-recurring projects were consolidated into one key number for each category within the Boise Urbanized Area and Nampa Urbanized Area to provide transparency in the review and obligation of projects.

New Transit Projects:

Key Number	Project	Year of Funding	Total Cost
NP513	Pedestrian Improvements, College of Western Idaho, Nampa	2015	\$176,000
NP514	Pedestrian Improvements, Near Nampa High, Nampa	2015	\$424,000
NP515	Pedestrian Improvements, Near Skyview High, Nampa	2015	\$63,000
NP541	Transit - Accessible Vehicles, Vehicle Sharing Pool, Boise	2015	\$120,000
NP538	Transit - Accessible Vehicles, Vehicle Sharing Pool, Boise	2015	\$120,000
NP531	Transit - Acquisition of Service Kuna and Star	2015	\$39,000
NP536	Transit - Acquisition of Service, Nampa, VRT	5015	\$183,000
NP535	Transit - Acquisition of Service Parma, Nampa	2015	\$61,000
NP501	Transit - Commuteride Replacement Vans, ACHD	2015	\$568,000
NP518	Transit - Commuteride Replacement Vans, ACHD	2015	\$308,000
NP532	Transit - Vehicle Maintenance, Kuna Senior Center, Boise	2015	\$5,000
NP533	Transit - Vehicle Replacement Good Samaritan Society, Boise	2015	\$50,000
**NEW2	Transit - Vehicle Replacement, Kuna Senior Center	2016	\$60,000
**NEW3	Transit - Vehicle Replacement Melba, EOA	2015	\$52,000
**NEW1	Transit - Vehicle Replacement Parma, EOA	2015	\$52,000

**These rural FTA 5339 projects were selected for funding through statewide competitive process through ITD.

Additional Information:

Please keep in mind that additional changes could occur throughout the final stages of public comment and development of the TIP. Public comment could lead to changes.

Why have these changes been proposed?

Several changes have been proposed by the Idaho Transportation Department that affect the draft FY2015-2019 Regional Transportation Improvement Program (TIP) for Ada and Canyon Counties. Due to the number and significance of these changes, COMPASS is holding a second public comment period on the draft FY2015-2019 TIP. The reasons for these changes are outlined below.

In the original draft FY2015-2019 TIP, ITD had added a project to restore the pavement on Interstate 84 between Nampa and Caldwell. However, this addition caused ITD to be over budget in its pavement restoration and preservation program in FY2019. In order to remain within the established budget, ITD needed to reduce its pavement restoration program by \$8 million.

The I-84 restoration project was originally scoped for modest pavement improvements, that upon further investigation would not have adequately addressed the reconstruction efforts required, nor would they have addressed the need for more capacity by widening the interstate to include a third lane in each direction. With the recognition that the programmed amount would not meet the needs of the project, this project was removed. The I-84 Nampa to Caldwell restoration project remains a priority and ITD will continue to seek opportunities to fund the project, as well as expand this section of I-84.

In addition, after the original draft FY2015-2019 was developed, ITD reviewed the safety projects that had been budgeted to ensure that the projects identified would have the greatest impact in reducing deaths and serious injuries from auto crashes. Changes were made to accelerate and add projects in FY2017, FY2018, and FY2019 to address areas of higher priority; several projects evaluated as lower priority in achieving safety goals were postponed or removed completely.

While the majority of the proposed changes relate to these two issues, additional smaller changes have also been proposed.

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RESOLUTION NO. 01-2015

**FOR THE PURPOSE OF APPROVING THE
FY2015-2019 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

WHEREAS, the Community Planning Association of Southwest Idaho has been designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to develop and approve a Transportation Improvement Program;

WHEREAS, the 1990 Clean Air Act Amendment requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

WHEREAS, MAP-21, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the Transportation Improvement Program to be financially constrained;

WHEREAS, MAP-21, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require Transportation Improvement Programs be developed and amended in consultation with all interested parties;

WHEREAS, a public comment period was held between August 11 and September 9, 2014, for people to review and comment on proposed projects in the program;

WHEREAS, due to significant changes proposed by the Idaho Transportation Department, an extended public comment period was held between September 19 and October 3, 2014;

WHEREAS, the Community Planning Association of Southwest Idaho desires to take timely action to ensure the availability of federal funds; and

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2015-2019 Regional Transportation Improvement Program for Ada and Canyon Counties, and corresponding Air Quality Conformity Demonstration for Northern Ada County, in compliance with all applicable state and federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves the Final FY2015-2019 Regional Transportation Improvement Program and the associated Air Quality Conformity Demonstration.

DATED this 20th day of October 2014.

APPROVED:

By: _____
Charlie Rountree, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

By: _____
Matthew J. Stoll, Executive Director
Community Planning Association
of Southwest Idaho

COMPASS BOARD AGENDA ITEM VII-B

DATE: October 20, 2014

Topic: Amend FY2014-2018 Regional Transportation Improvement Program

Background/Summary:

The FY2014-2018 Regional Transportation Improvement Program (TIP) is the official TIP until the FY2015-2019 TIP is federally approved later this year. New projects, or those including changes, in FY2015 in the FY2015-2019 TIP, requiring obligation of funds in the first quarter (October 1 through December 31, 2014), need to be added to the FY2014-2018 TIP to ensure timely obligations.

Major changes are processed through an amendment, provided as the attachment to Resolution 02-2015. Minor changes are processed through an administrative modification, shown as Item VIII-E in this Board packet.

Request/Recommendation:

Staff seeks Board adoption of Resolution 02-2015 amending the FY2014-2018 TIP. The Regional Technical Advisory Committee did not review these changes, as they are reflective of changes in the draft FY2015-2019 TIP.

Implication (policy and/or financial):

Without action from the COMPASS Board to amend the TIP, these projects cannot be obligated.

More Information:

- 1) Attachment 1 – Resolution 02-2015
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. 02-2015

FOR THE PURPOSE OF AMENDING THE FY2014-2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Community Planning Association of Southwest Idaho has been designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires metropolitan planning organizations to develop and approve a Transportation Improvement Program;

WHEREAS, MAP-21, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the Transportation Improvement Program to be financially constrained;

WHEREAS, the 1990 Clean Air Act Amendments requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

WHEREAS, no additional review for air quality conformity is necessary for this action;

WHEREAS, MAP-21, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires Transportation Improvement Programs be developed and amended in consultation with all interested parties;

WHEREAS, no additional public review is necessary for this action;

WHEREAS, the Community Planning Association of Southwest Idaho desires to take timely action to ensure the availability of federal funds;

WHEREAS, the Community Planning Association of Southwest Idaho developed this amendment to the FY2014-2018 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table dated October 6, 2014, details the amendment to the FY2014-2018 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves the amendment to the FY2014-2018 Regional Transportation Improvement Program.

DATED this 20th day of October 2014.

APPROVED:

By: _____
Charlie Rountree, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

By: _____
Matthew J. Stoll, Executive Director
Community Planning Association
of Southwest Idaho

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Amendment #7
 FY2014-2018 Regional Transportation Improvement Program
 Per Review of Changes for the FY2015-2019 Update, October 6, 2014

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
12373	COMPASS Planning - FY2015 and FY2016	PE							0
		PC		662 582	0 80				662
	Funding Source: STP-TMA Assist COMPASS in meeting federal transportation planning responsibilities. Reduce FY2015 by \$80,000 and increase FY2016 by \$80,000 to mirror update.	RW							0
		UT							0
		CE							0
		CN							0
		Sum	0	662 582	0 80	0	0	0	662
12898	Bowmont Road, Lynwood to SH-45, Nampa	PE	13						13
		PC							0
	Funding Source: STP-R Realign Bowmont Road from Lynwood to SH-45. Advance CE and CN to FY2015 and adjusted cost to new estimate to mirror update.	RW							0
		UT	15						15
		CE		350	1,420				1,420 350
		CN		1,920	2,222				2,222 1,920
		Sum	28	0 2,270	3,642	0	0	0	3,670 2,298
13349	SH-55 (Eagle Road), Meridian Town Center	PE							0
		PC							0
	Funding Source: STAR Add one (1)-lane northbound from Franklin Road to Fairview Avenue and add one (1)-lane southbound from River Valley Street to Franklin Road. The project will be constructed by the developer of the Meridian Towne Center shopping center using State Tax Anticipated Revenue (STAR) financing. Delay CN to FY2015 to mirror update.	RW							0
		UT							0
		CE							0
		CN	9,310 0	0 9,310					9,310
		Sum	9,310 0	0 9,310	0	0	0	0	9,310
13486	Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa	PE	5						5
		PC	40	0 45					40 85
	Funding Source: Local Participating Install traffic signals and pedestrian-friendly	RW							0
		UT						0 60	0 60
		CE							0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	improvements at the intersection of Colorado Avenue and Holly Street in Nampa. Add \$45,000 to PC in FY2015 and \$60,000 to UT in PD to mirror update.	CN							0
		Sum	45	0	0	0	0	0	45
				<u>45</u>					<u>60</u>
13486	Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa	PE							0
		PC	84						84
	Funding Source: STP-U Same as above. No change for this funding source.	RW							0
		UT							0
		CE						90	90
		CN						590	590
		Sum	84	0	0	0	0	680	764
C315	Cherry Lane, Linder Road to Meridian Road, Lighting Improvements, ACHD	PE		0					0
		PC		<u>4</u>					<u>4</u>
	Funding Source: HSIP (Local) This Local Highway Safety Improvement Program (LHSIP) project will install continuous street lighting to improve driver safety and reduce nighttime accidents on Cherry Lane from Linder Road to Meridian Road. Add project to mirror update.	RW		0					0
		UT		0					0
		CE		0			0		0
		CN		0			0		0
		Sum	0	0	0	0	0	0	0
				<u>74</u>			<u>440</u>		
H311	I-84, Sand Hollow Interchange, Canyon County	PE		0	0	0			0
		PC		<u>200</u>	<u>50</u>	<u>20</u>			<u>270</u>
	Funding Source: Bridge Replace the bridge at I-84 and Sand Hollow in Canyon County. (66% Canyon County and 34% Payette County) Add project to mirror update.	RW		0					0
		UT		0					0
		CE		0			0		0
		CN		0			0		0
		Sum	0	0	0	0	0	0	0
				<u>300</u>	<u>100</u>	<u>20</u>	<u>8,280</u>		
H312	SH-44, Canyon Canal Bridge, Middleton	PE		0	0	0			0
		PC		<u>20</u>	<u>10</u>	<u>10</u>			<u>40</u>
	Funding Source: Bridge Replace bridge on SH-44 at Canyon Canal Bridge in the City of Middleton.	RW		0					0
		UT		0					0
		CE		0				0	0
				<u>100</u>				<u>60</u>	<u>60</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	Add project to mirror update.	CN						ϕ	ϕ
		Sum	0	ϕ	ϕ	ϕ	0	ϕ	ϕ
				120	10	10		500	700
H314	ITS, SH-55 (Eagle Road), Signal Timing, Eagle - FY2019	PE		ϕ					ϕ
				8					8
		PC		ϕ					ϕ
	Funding Source: Restoration Improve signal timing on SH-55 (Eagle Road) from Ustick Road to Wainwright Drive in the City of Eagle.	RW							20
		UT							0
		CE						ϕ	ϕ
								12	12
		CN						ϕ	ϕ
	Sum	0	ϕ	0	0	0	ϕ	ϕ	
			28				80	120	
H321	I-84, Sign Structures at US 20/26 and I-84B/Centennial Way, Caldwell	PE		ϕ					ϕ
				9					9
		PC		ϕ					ϕ
	Funding Source: Restoration Replace signage at the I-84 interchanges at US 20/26 and I-84B/Centennial Way in Caldwell to improve safety.	RW							20
		UT							0
		CE						ϕ	ϕ
								139	139
		CN						ϕ	ϕ
	Sum	0	ϕ	0	0	0	ϕ	ϕ	
			29				925	925	
							1,064	1,093	
H323	SH-55 (Karcher Road) and Hoskins, Pride, and Riverside Streets, Canyon County	PE		ϕ					ϕ
				50					50
		PC							0
	Funding Source: Strategic Initiatives Safety and operational improvements on SH-55 (Karcher Road) at the intersections of Hoskins Road, Pride Lane, and Riverside Road.	RW							0
		UT							0
		CE						ϕ	ϕ
								155	155
		CN						ϕ	ϕ
	Sum	0	ϕ	0	0	0	ϕ	ϕ	
			50				1,390	1,390	
							1,545	1,595	
H325	Pedestrian Improvements, Lincoln Elementary, Caldwell	PE							0
									ϕ
		PC		ϕ					ϕ
	Funding Source: Community Choices This project will upgrade sidewalks along Grant Street and provide safe crosswalks, pedestrian ramps and a	RW							66
		UT							0
		CE					ϕ		ϕ
							222		222
	CN					ϕ		ϕ	
						1,117		1,117	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	pedestrian island, and rapid flashing beacons at two major thoroughfares. Sidewalks will be 5-feet wide and will include curb ramps for wheelchair accessibility. The project will also help residents safely access Memorial Park. <i>Add project to mirror update.</i>	Sum	0	ϑ <u>66</u>	0	ϑ <u>1,339</u>	0	0	ϑ <u>1,405</u>
H328	Pedestrian Improvements, Stoddard Pathway/Greenhurst Road, Nampa	PE		ϑ <u>5</u>					ϑ <u>5</u>
		PC		ϑ <u>30</u>					ϑ <u>30</u>
	Funding Source: Community Choices	RW							0
	This project will install pedestrian and bicycle safety improvements at the Stoddard Pathway crossing at East Greenhurst Road. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, pathway realignment, lighting, crosswalk markings, signage, and modifications to the parking lot layout to the north. <i>Add project to mirror update.</i>	UT							0
		CE							0
		CN			ϑ <u>265</u>				ϑ <u>265</u>
		Sum	0	ϑ <u>35</u>	ϑ <u>265</u>	0	0	0	ϑ <u>300</u>
H330	Pedestrian Improvements, Middleton Heights Elementary, Middleton	PE		ϑ <u>5</u>					ϑ <u>5</u>
		PC							0
	Funding Source: Community Choices	RW							0
	This project will add missing segments of sidewalk that lead to Heights Elementary on the west side of Cemetery Road in Middleton. <i>Add project to mirror update. (Note, local match is 25%)</i>	UT							0
		CE							0
		CN			ϑ <u>281</u>				ϑ <u>281</u>
		Sum	0	ϑ <u>5</u>	ϑ <u>281</u>	0	0	0	ϑ <u>286</u>
H332	Pathway, Warm Springs, Ada County	PE		ϑ <u>10</u>					ϑ <u>10</u>
		PC		ϑ <u>239</u>					ϑ <u>239</u>
	Funding Source: Community Choices	RW							0
	This project will design, reconstruct and improve 1.3 miles of the Warm Springs Pathway, a parallel	UT							0
		CE							0
		CN			ϑ <u>645</u>	ϑ <u>439</u>			ϑ <u>1,084</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	alternative transportation route for bicyclists and pedestrians along Warm Springs Avenue in Ada County. This project includes piping and covering a portion of the open irrigation canal and widening that portion of the trail from 8-feet to 10-feet. Add project to mirror update. (Note, local match is 62.52%)	Sum	0	0 <u>249</u>	0 <u>645</u>	0 <u>439</u>	0	0	0 <u>1,333</u>
New1	Transit - Vehicle Replacement Parma, EOA	PE							0
		PC							0
	Funding Source: FTA 5339 Rural Replace a vehicle for the Parma Senior Center. The Canyon County Elderly Opportunity Agency (EOA) is the sponsor of this project. (Federal = \$42,000) Add project to mirror update.	RW							0
		UT							0
		CE							0
		CN		0 <u>52</u>					0 <u>52</u>
		Sum	0	0 <u>52</u>	0	0	0	0	0 <u>52</u>
New3	Transit - Vehicle Replacement Melba, EOA	PE							0
		PC							0
	Funding Source: FTA 5339 Rural Replace a vehicle for the Melba Valley Senior Center. The Canyon County Elderly Opportunity Agency (EOA) is the sponsor of this project. (Federal = \$42,000) Add project to mirror update.	RW							0
		UT							0
		CE							0
		CN		0 <u>52</u>					0 <u>52</u>
		Sum	0	0 <u>52</u>	0	0	0	0	0 <u>52</u>
RD202-35	Ustick Road, Linder Road to Meridian Road, Meridian	PE					280 <u>0</u>		280 <u>0</u>
		PC							0
	Funding Source: Local (Regionally Significant) Widen roadway to five (5) lanes with curb, gutter, sidewalks and bike lanes. Advance RW to FY2015 and other out year changes to reflect new estimates and to mirror update.	RW		0 <u>440</u>				380 <u>0</u>	380 <u>440</u>
		UT					<u>415</u>		<u>415</u>
		CE					<u>40</u>		<u>40</u>
		CN				<u>1,250</u>	2,300 <u>1,650</u>		2,300 <u>2,900</u>
		Sum	0	0 <u>440</u>	0	0 <u>1,250</u>	0 <u>2,960</u> <u>2,105</u>	0	0 <u>2,960</u> <u>3,795</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
RD207-16	Cole Road, I-84 to Franklin Road	PE					500		500
		PC					<u>0</u>		0
	Funding Source: Local Participating Widen roadway from three (3)-lane to five (5)-lane section with curb, gutter, sidewalk and bike lanes, or as otherwise determined by the Cole Road and Franklin Road concept report. Advance RW to FY2015 and other out year changes to reflect new estimates and to mirror update.	RW		0	0		1,200		1,200
		UT		<u>7</u>	<u>1,200</u>		<u>0</u>		<u>1,207</u>
		CE					42		42
		CN					3,500	0	3,500
		Sum	0	<u>7</u>	<u>1,200</u>	0	5,242	<u>1,200</u>	<u>5,242</u>
					<u>2,342</u>		<u>4,749</u>		
RD213-17	Lake Hazel Road Extension, Ada County	PE						0	
		PC						0	
	Funding Source: Local (Regionally Significant) Extend Lake Hazel Road from existing east end terminus to Cole Road as a two (2)-lane road with an asphalt pathway to improve area circulation and connectivity. Add project to mirror update.	RW							0
		UT		0					0
		CE		<u>10</u>					<u>10</u>
		CN		0					0
		Sum	0	<u>1,275</u>	0	0	0	0	<u>1,275</u>
		<u>1,285</u>					<u>1,285</u>		
T301 (Keep?)	Rideshare, Commuteride Replacement Vans, ACHD	PE						0	
		PC						0	
	Funding Source: FTA 5307 SU Replace commuteride vehicles that are beyond their useful life. (Federal = \$454,000) Add project to mirror update.	RW							0
		UT							0
		CE							0
		CN		0					0
		Sum	0	<u>568</u>	0	0	0	0	<u>568</u>
		<u>568</u>					<u>568</u>		
T302	Pedestrian Improvements, College of Western Idaho, Nampa	PE						0	
		PC						0	
	Funding Source: FTA 5307 SU Construct a pedestrian crossing over the Union Pacific Railroad track between the new College of Western Idaho Park-and-Ride lot and the Idaho Center. Project uses FY2013 and FY2014 funding. (Federal = \$141,000) Add project to mirror update.	RW							0
		UT							0
		CE							0
		CN		0					0
		Sum	0	<u>176</u>	0	0	0	0	<u>176</u>
		<u>176</u>					<u>176</u>		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Phase	2014	2015	2016	2017	2018	PD	SUM	
T303	Pedestrian Improvements, Near Nampa High, Nampa	PE							0	
		PC							0	
	Funding Source: FTA 5307 SU Design and construct pedestrian improvements on Lake Lowell Avenue near Nampa High School. The project will improve driveway entrances for the high school parking lots, provide better pedestrian crossing, and improve access control. Project uses FY2013 funding. (Federal = \$339,000) <i>Add project to mirror update.</i>	RW							0	
		UT							0	
		CE							0	
		CN		0					0	
				<u>424</u>						<u>424</u>
		Sum	0	0	0	0	0	0	0	<u>0</u>
		<u>424</u>						<u>424</u>		
T304	Pedestrian Improvements, near Skyview High, Nampa	PE							0	
		PC							0	
	Funding Source: FTA 5307 SU Design and construct pedestrian safety improvements on East Greenhurst Road near Skyview High School. The project will improve pedestrian crossing at the intersection of Greenhurst and the entrance to Skyview High School (just east of Chestnut Street). Rectangular Rapid Flashing Beacons will be installed to alert drivers and protect pedestrians. Project uses FY2013 funding. (Federal = \$50,000) <i>Add project to mirror update.</i>	RW							0	
		UT							0	
		CE							0	
		CN		0					0	
				<u>63</u>						<u>63</u>
		Sum	0	0	0	0	0	0	0	<u>0</u>
		<u>63</u>						<u>63</u>		
T305	Rideshare, Commuteride Replacement Vans, ACHD	PE							0	
		PC							0	
	Funding Source: FTA 5307 LU Replace Commuteride vehicles that are beyond their useful life. Project uses FY2014 funding. (Federal = \$246,000) <i>Add project to mirror update.</i>	RW							0	
		UT							0	
		CE							0	
		CN		0					0	
				<u>308</u>						<u>308</u>
		Sum	0	0	0	0	0	0	0	<u>0</u>
		<u>308</u>						<u>308</u>		
T306	Transit - Acquisition of Service Kuna and Star	PE							0	
		PC							0	
	Funding Source: FTA 5310 LU Provide administration and	RW							0	
		UT						74	0	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	implementation of acquisition of service in the cities of Kuna and Star, with service to the Boise Urbanized Area. Project uses FY2013 and FY2014 funding. (Federal = \$31,000) Add project to mirror update.	CE							0
		CN		0					0
		Sum	0	0	0	0	0	0	0
				39					39
				0					0
				39					39
T307	Transit - Vehicle Maintenance, Kuna Senior Center, Boise	PE							0
		PC							0
	Funding Source: FTA 5310 LU	RW							0
	Provide general maintenance on two vehicles for the Kuna Senior Center using funds from the Boise Urbanized Area. The vehicles travel between the cities of Kuna and Boise. Project uses FY2014 funding. (Federal = \$4,000) Add project to mirror update.	UT							0
		CE							0
		CN		0					0
		Sum	0	0	0	0	0	0	0
				5					5
				0					0
				5					5
T308	Transit - Vehicle Replacement, Good Samaritan Society, Boise	PE							0
		PC							0
	Funding Source: FTA 5310 LU	RW							0
	Provide a replacement, wheelchair accessible, vehicle for Boise Good Samaritan Society for service in the Boise Urbanized Area. Project uses FY2014 and FY2015 funding. (Federal = \$40,000) Add project to mirror update.	UT							0
		CE							0
		CN		0					0
		Sum	0	0	0	0	0	0	0
				50					50
				0					0
				50					50
T309	Transit - Acquisition of Service Canyon County, Nampa	PE							0
		PC							0
	Funding Source: FTA 5310 LU	RW							0
	Provide administration and implementation of acquisition of service in Canyon County, with service to the Nampa Urbanized Area. These funds pay only for the services that travel within the urbanized area. Service outside the urbanized area will be paid by Parma Senior Center and others. Project uses FY2014 funding. (Federal = \$49,000) Add project to mirror update.	UT							0
		CE							0
		CN		0					0
		Sum	0	0	0	0	0	0	0
				61					61
				0					0
				61					61

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
T310	Transit - Demand Response, Nampa	PE							0
		PC							0
	Funding Source: FTA 5310 SU	RW							0
	Provide administration and implementation of demand response service in the Nampa Urbanized Area. Project uses FY2013 and FY2014 funding. (Federal = \$146,000)	UT							0
		CE							0
		CN		ϑ					ϑ
		Sum	0	ϑ	0	0	0	0	ϑ
Add project to mirror update.				<u>183</u>				<u>183</u>	
T311	Transit - Accessible Vehicles, Vehicle Sharing Pool, Boise	PE							0
		PC							0
	Funding Source: FTA 5339 LU	RW							0
	Provide accessible vehicles for the vehicle sharing pool that will be used by members of the vehicle sharing program. Project uses FY2014 funding. (Federal = \$96,000)	UT							0
		CE		ϑ					ϑ
		CN		<u>120</u>					<u>120</u>
		Sum	0	ϑ	0	0	0	0	ϑ
Add project to mirror update.				<u>120</u>				<u>120</u>	
T312	Transit - Accessible Vehicles, Vehicle Sharing Pool, Nampa	PE							0
		PC							0
	Funding Source: FTA 5339 SU	RW							0
	Provide accessible vehicles for the vehicle sharing pool that will be used by members of the vehicle sharing program. Project uses FY2013 and FY2014 funding. (Federal = \$96,000)	UT							0
		CE							0
		CN		ϑ					ϑ
		Sum	0	ϑ	0	0	0	0	ϑ
Add project to mirror update.				<u>120</u>				<u>120</u>	

PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 STP-U = Surface Transportation Program – Urban
 STP-R = Surface Transportation Program - Rural
 FTA = Federal Transit Administration
 LU = Large Urban
 STAR = Sales Tax Anticipated Revenue
 UT = Utilities
 CE = Construction Engineering
 CN = Construction
 STP-TMA = Surface Transportation Program – Transportation Management Area (Boise)
 HSIP = Highway Safety Improvement Program
 SU = Small Urban

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COMPASS BOARD AGENDA ITEM VII-C

Date: October 20, 2014

Topic: Approve Scope of Work for Next *Communities in Motion* Update

Summary:

The regional long-range transportation plan, *Communities in Motion* (CIM), is due for a “minor” update in 2018. In its August 27, 2014, meeting, the Regional Technical Advisory Committee (RTAC) recommended Board approval of the attached scope of work and schedule for the CIM update.

RTAC recommends keeping the horizon year at 2040 for the next update. This is allowable, as an update adopted in 2018 would still have at least a 20-year horizon. The horizon year will not significantly affect the level of effort needed for the update.

The recommended scope of work and schedule build on the main tenets of CIM 2040, including the CIM 2040 Vision, goals, performance measures, and targets. The scope of work identifies federally required elements, items which are needed to accomplish the federally required elements, and items recommended/required per the 2014 federal certification review of COMPASS programs.

Per federal requirements, a major focus of the CIM update will be on the assessment of performance measures and evaluation of progress toward performance targets. The update will use the latest demographic and financial information, and the future transportation needs and options will be refined by evaluating robust transportation scenarios that include all modes. Other areas of emphasis include transportation system management and operations, freight, and an integrated, region-wide bicycle, pedestrian, and pathway network plan.

Request/Recommendation:

Staff seeks Board approval of the scope of work for the next CIM update as recommended by RTAC.

Implication (policy and/or financial):

In order to continue receiving federal transportation funding for state and local projects, the next CIM update must be adopted by the COMPASS Board in 2018.

More Information:

1. Attachment – Scope of Work and Schedule for CIM update
2. For detailed information contact Liisa Itkonen, at 475-2241 or litkonen@compassidaho.org

Recommended Scope of Work for *Communities in Motion* Update

The following is a scope of work for the next update of the regional long-range transportation plan, *Communities in Motion*, as recommended by the Regional Technical Advisory Committee. This scope of work builds on *Communities in Motion 2040* (CIM 2040) and its main tenets, and maintains 2040 as the horizon year. Per federal requirement, the next plan update is due for COMPASS Board's adoption in 2018.

Assumptions

- The scope of work outlines the main themes and steps of the plan development.
- This scope identifies items that are federally required for a long-range transportation plan/planning process based on proposed MAP-21 planning rules (FR), steps necessary to complete/implement them (fr), and items based on the feedback from the federal certification review of the COMPASS programs (CR).
- This scope of work includes an attached schedule.
- The sequence of the tasks may vary from this scope of work; some of the tasks will be done concurrently (see attached schedule). The schedule also includes three project management tasks not part of this scope.
- COMPASS will prepare the plan – with consultant assistance, as appropriate - but it is assumed that member and other partner agencies will review and provide assistance as appropriate

Building the Foundation

1. Public participation

- 1.1 Develop a public participation plan and outreach strategy (FR)
- 1.2 Implement public participation plan (FR)

Deliverables:

- Public participation plan

2. Refine and confirm the vision and goals

- 2.1 Update population and employment forecast to a new base year of 2015 (FR)
- 2.2 Reconcile growth allocations by TAZs, demographic areas, and city areas of impact (fr)
- 2.3 Based on 2.2., evaluate and confirm the CIM goals with the CIM 2040 Vision (fr)

Deliverables:

- Reconciled CIM 2040 Vision and goals

3. Financial analysis

- 3.1 Update financial analysis and revenue/expenditure forecast to a new base year of 2015 (FR)
- 3.2 Work with member agencies to compile financial data (fr)
- 3.3 Compile maintenance data (FR)
 - o Track funding short fall
- 3.4 Research additional funding mechanisms (FR)
- 3.5 Develop a funding plan

Deliverables:

- Financial forecast
- Funding plan

Where We Are Today

4. Existing Conditions (Data and Plans)

- 4.1 Summarize baseline data - performance monitoring report (FR) and dashboard

- 4.2 Compile latest available estimates, assumptions and performance targets (FR):
 - o Land use (FR)/comprehensive plans
 - o Transportation system and plans (FR)
 - o Environment and natural resources (FR)
 - o Safety and security plans (FR)
 - o Economic activity (FR)
 - o Air quality plan (FR)

Deliverables:

- Summary of where we are today (existing conditions)
- Summary of changes to plans since the original CIM 2040 Vision, with identification of resulting gaps or discrepancies

5. Performance Analysis (Data and Plans)

- 5.1 Analyze performance trends in relation to CIM 2040 Vision and the goals (FR)
- 5.2 Develop performance analysis and feedback tool (fr)

Deliverables:

- Performance analysis tool/methodology
- Performance Monitoring Report in 2016 and 2018
- Summary of performance analysis with identification of trends and issues

What We Need the Future Transportation System to Be

6. Options/Transportation System Scenarios

- 6.1 Consider results and trends of the congestion management process/congestion reduction measures (annual Congestion Management Process report) (FR)
- 6.2 Determine current and projected transportation demand of persons and goods (FR)
- 6.3 Evaluate transit system performance based on projected roadway congestion, connectivity to planned high capacity/fixed guideway corridors, and linkages through key transfer points. Develop and refine transit scenarios based on system assessment. (fr)
- 6.4 Develop transportation system scenarios to describe/depict future transportation system options based on performance trends and CIM vision/goals (fr)
 - o Include all transportation modes individually and collectively (auto, transit, bike, pedestrian) (FR, CR)
 - o Integrate region-wide bicycle/pedestrian/pathway network plan (FR, CR)(developed in UPWP program 605)
 - o Describe needed/proposed transportation investments (FR)
- 6.5 Analyze benefits and costs of transportation scenarios (FR)
- 6.6 Assess capital investments and other strategies to preserve existing and projected future transportation infrastructure and provide for multimodal capacity increases (FR)
- 6.7 Analyze the consequences of significant unfunded long-term needs (CR)
 - o Assess impacts on a variety of travel modes (cr)
 - o Assess potential impacts on employers (e.g., change in travel time to employment centers), as well as low-income, people with disabilities, and other vulnerable populations (cr)
- 6.8 Conduct public involvement process (FR)
- 6.9 Refine future transportation system and its preferred elements based on feedback (fr)

Deliverables:

- Transportation scenario report

7. Priorities

- 7.1 Develop criteria for prioritizing future transportation system needs (fr, CR)
- 7.2 Prioritize needed transportation investments (CR)

7.3 Compile funded projects and unfunded needs based on available funding (FR)

Deliverables:

- Summary of prioritization criteria and process (CR)
- Description and map of the preferred transportation scenario
- Description and map of future transportation system priorities

Regional Plan for the Future Transportation System

8. Additional Data and Studies

- 8.1 Update functional classification map, as needed
- 8.2 Identify freight considerations (FR, CR)
 - Consider economic impacts
- 8.3 Conduct farm freight study (fr)
- 8.4 Identify operational and management strategies to improve transportation (FR)
- 8.5 Identify environmental mitigation strategies for areas affected by transportation facilities in the plan (FR)
 - Conduct environmental suitability analysis (fr)
 - Evaluate potential long-term forecasted air quality impacts and identify potential mitigation/adaptation strategies (CR)
- 8.6 Make an air quality conformity determination for the planned transportation system (FR)
- 8.7 Evaluate timing of regional high capacity transit corridor study
- 8.8 Develop scope of work for regional high capacity transit corridor study (currently programmed for FY18)

Deliverables:

- Farm freight study report
- Region-wide bicycle/pedestrian/pathway network plan
- Air quality conformity determination

9. Compile the Plan

- 9.1 Draft plan chapters and supporting documents (fr)
 - Work with technical writer
 - Work with graphic artist
- 9.2 Continue public involvement process; public/agency review of draft plan (FR)

Deliverables:

- A draft of a regional long-range transportation plan for review

10. Plan Adoption

- 10.1 Adopt plan (COMPASS Board, individual member agencies, other partners) (FR)
- 10.2 Publish and distribute plan (FR)

Deliverables:

- A final regional long-range transportation plan that meets all federal requirements

Recommended CIM Update Schedule

Attachment

Tasks		FY2015				FY2016				FY2017				FY2018			
		Oct 14 - Dec 14	Jan 15 - Mar 15	Apr 15 - Jun 15	Jul 15 - Sep 15	Oct 15 - Dec 15	Jan 16 - Mar 16	Apr 16 - Jun 16	Jul 16 - Sep 16	Oct 16 - Dec 16	Jan 17 - Mar 17	Apr 17 - Jun 17	Jul 17 - Sep 17	Oct 17 - Dec 17	Jan 18 - Mar 18	Apr 18 - Jun 18	Jul 18 - Sep 18
Project Management																	
0	Program management (scope of work, schedule,budget)																
0.1	Work with advisory committees and COMPASS Board																
0.2	Monitor legislative, funding, etc. changes and revise scope as needed	fr/FR															
Building the Foundation																	
1. Public participation																	
1.1	Develop Public Participation Plan	FR															
1.2	Implement Public Participation Plan	FR															
2. Refine and confirm the vision and goals																	
2.1	Update demographic forecast	FR															
2.2	Reconcile growth allocations	fr															
2.3	Evaluate and confirm goals with CIM 2040 Vision	fr															
3. Financial analysis																	
3.1	Update financial analysis and revenue/expenditure forecast	FR															
3.2	Compile revenue and expenditure data with member agencies	fr															
3.3	Compile maintenance data	FR															
3.4	Research additional funding mechanisms	FR															
3.5	Develop a funding plan																
Where We Are Today																	
4. Existing conditions (data and plans)																	
4.1	Summarize baseline data (performance measures)	FR															
4.2	Compile latest available estimates, assumptions and performance targets	FR															
5. Performance analysis (data and Pplans)																	
5.1	Analyze and report performance trends	FR															
5.2	Develop performance analysis and feedback tool	fr															
What We Need the Future Transportation System Be																	
6. Options/Transportation System Scenarios																	
6.1	Consider results of congestion management process	FR															
6.2	Determine current and projected transportation demand	FR															
6.3	Evaluate transit system performance and develop scenarios	fr															
6.4	Develop transportation system scenarios/options	fr															
	Include all transportation modes	FR															
	Integrate region-wide bicycle/pedestrian/pathway network plan (developed in FY15 in UPWP 605)	FR,CR															
	Describe needed/proposed transportation investments	FR															
6.5	Analyze benefits and costs of transportation options and major facilities	FR															
6.6	Assess capital investments and other strategies	FR															
6.7	Analyze consequences of significant unfunded long-term needs	CR															
6.8	Conduct public involvement process	FR															
6.9	Refine future transportation system and its preferred elements	fr															
7. Priorities																	
7.1	Develop prioritization criteria	fr,CR															
7.2	Prioritize needed transportation investments	CR															
7.3	Compile funded projects and unfunded needs	FR															

Tasks		FY2015				FY2016				FY2017				FY2018			
		Oct 14 - Dec 14	Jan 15 - Mar 15	Apr 15 - Jun 15	Jul 15 - Sep 15	Oct 15 - Dec 15	Jan 16 - Mar 16	Apr 16 - Jun 16	Jul 16 - Sep 16	Oct 16 - Dec 16	Jan 17 - Mar 17	Apr 17 - Jun 17	Jul 17 - Sep 17	Oct 17 - Dec 17	Jan 18 - Mar 18	Apr 18 - Jun 18	Jul 18 - Sep 18
Regional Plan for the Future Transportation System																	
8. Additional data and studies																	
8.1	Update functional classification map																
8.2	Identify freight considerations	FR,CR															
8.3	Conduct farm freight study	fr															
8.4	Identify operational and management strategies to improve transportation	FR															
8.5	Identify environmental mitigation strategies	FR															
	Conduct environmental suitability analysis	fr															
	Evaluate potential long-term air quality impacts	CR															
8.6	Make air quality conformity determination	FR															
8.7	Evaluate timing of regional high capacity corridor study																
8.8	Develop scope of work for regional high capacity corridor study																
9. Compile the plan																	
9.1	Draft plan chapters and supporting documents	fr															
	Technical Writer																
	Graphics																
9.2	Public involvement (review of draft plan)	FR															
10. Plan adoption																	
10.1	COMPASS Board adopt the plan	FR															
10.2	Publish and distribute the plan	FR															

CR = Certification Review

FR = Federal Requirement

fr = needed to complete Federal Requirement

COMPASS BOARD AGENDA ITEM VII-D

Date: October 20, 2014

Topic: *Transportation Service Coordination Plan for Ada and Canyon Counties Update (2014)*

Background/Summary:

The 2014 update to the *Transportation Service Coordination Plan for Ada and Canyon Counties* will focus on developing performance measures to track and report on the values and benefits received through the funding programs covered in the plan. The goal is to provide better information for project prioritization and ensure that the funding resources are being allocated for the best use in the region.

- The public comment period for the plan update was from August 11, 2014 to September 9, 2014.
- The Regional Coordination Council recommended approval of the plan on September 16, 2014.
- The Valley Regional Transit Executive Board approved the plan on September 29, 2014.
- The Regional Technical Advisory Committee was provided the opportunity to comment on the draft plan between September 18, 2014 through October 2, 2014, and no comments were received by COMPASS staff.

Request/Recommendation

Staff seeks Board approval of the 2014 update to the *Transportation Service Coordination Plan for Ada and Canyon Counties*.

The link to the plan is:

<http://www.compassidaho.org/documents/people/board/Board102014DraftTSCP2014.pdf>.

Implication (policy and/or financial):

The *Transportation Service Coordination Plan for Ada and Canyon Counties* is required for funding the Federal Transit Administration 5310, Enhanced Mobility of Seniors and Individuals with Disabilities program, and is also a recommended best practice for prioritizing other Federal Transit Administration funding programs.

More Information:

1. See attachment for public comments received on the plan update.
2. For detailed information contact: Walt Satterfield, COMPASS Associate Planner at 475-2237 or by email at wsatterfield@compassidaho.org.

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Phone Call (Carol from Nampa): 8/13/2014, 3:30PM

Note: Caller asked for assistance in transcribing their comments over the phone. The caller had the following comments regarding the Transportation Service Coordination Plan.

- With regard to public transportation, nothing seems to be getting accomplished.
- We need to establish a workable transportation system for the area.
- What is this plan trying to accomplish? Unclear on the plans purpose.
- What if air quality standards changed and required vehicles to have higher quality emission standards? Would vehicles need to be replaced due to higher quality standards?
- Are there opportunities to work with auto dealerships to coordinate vehicle purchases, or look for donation opportunities? This would be more beneficial than dealerships competing for business.

Phone Call (Carol from Nampa): 8/18/2014, 8:35AM

Note: Same caller contacted COMPASS staff and asked to make the following comment, even though it does not directly relate to the Transportation Service Coordination Plan.

- COMPASS does not do enough to preserve our farmland. Caller noted the frustration with the challenges in farmland preservation and the difficulty in dealing with this issue through the COMPASS regional process.

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COMPASS BOARD AGENDA ITEM VII-E

Date: October 20, 2014

Topic: City of Boise Employee Healthcare Plan Trust

Background/Summary:

COMPASS proposes to join the City of Boise Employee Health Care Plan Trust (Trust) to provide health benefits to employees. The anticipated benefits of joining the Trust are the ability to provide a more robust health benefit to employees while reducing COMPASS' costs by more than 17%.

At its April 21, 2014, meeting, the COMPASS Board reviewed the proposal for COMPASS to join the City of Boise Employee Health Care Plan Trust (Trust) and approved moving forward with that process.

At its July 21, 2014, meeting the COMPASS Board approved the first amendment to the joint powers agreement under which the Trust operates (Trust JPA). The amendments to the Trust JPA were those modifications necessary to accommodate the inclusion of COMPASS in the Trust.

The next step in the process is for the COMPASS Board to review and approve the proposed modifications to the Trust Agreement and Bylaws. These modifications are necessary to accommodate the inclusion of COMPASS in the Trust. Redline versions of the proposed amended Trust Agreement and Bylaws are provided in Attachment 1 and 2.

The Trust Agreement and Bylaws have been reviewed by COMPASS counsel. Counsel noted some minor cleanups of typos that were needed in the document, but did not have substantive changes. Counsel recommends approval of the documents, with the authority to have the Trust, which has ownership of the documents, make these minor corrections.

The Idaho Department of Insurance must also approve the Trust Agreement and Bylaws. The Department of Insurance has provided preliminary approval and its final review is underway.

The Trust agreement requires the appointment of a trustee from COMPASS. Staff recommends that Megan Larsen, COMPASS' Director of Operations, be appointed to this role.

Once the Trust Agreement and Bylaws are approved by all parties, the open enrollment process can get underway. COMPASS expects to be part of the Trust effective January 1, 2015.

Request/Recommendation:

Approve the City of Boise Employee Healthcare Plan Trust Agreement and Bylaws and appoint Megan Larsen as trustee.

Implication (policy and/or financial):

If the Board does not approve the Agreement and Bylaws, COMPASS will retain its current health plan, increase the FY2015 budget accordingly, and explore other alternatives for controlling health benefit costs.

More Information:

- 1) Attachment 1: Amended Trust Agreement
Attachment 2: Amended Trust Bylaws
- 2) For detailed information contact: Megan Larsen, at 475-2228 or mlarsen@compassidaho.org.

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THIS FIRST AMENDMENT TO THE BOISE MUNICIPAL HEALTH CARE TRUST AGREEMENT (“First Trust Amendment”) is made and entered into effective at 12:01 a.m. January 1, 2015 (“Effective Date”), for the purpose of facilitating the participation of the Community Planning Association of Southwest Idaho, a nonprofit association created and existing pursuant to Title 53, Chapter 7, Idaho Code (“COMPASS”) in the Boise Municipal Health Care Trust (“Trust”).

TRUST AMENDMENT RECITALS

The Trust is a fund established under a joint public agency self-funded plan for receipt of contributions of employers and employees and payment of or with respect to health care service costs of beneficiaries pursuant to Title 41, Chapter 41, Idaho Code, and operating pursuant to the Joint Powers Agreement effective September 10, 2013 (“Agreement”), as amended by the First Amendment to the Joint Powers Agreement (“First JPA Amendment”) and the Boise Municipal Health Care Trust Agreement (“Trust Agreement”). COMPASS is an employer that has executed a joint powers agreement and adopted the Plan.

Pursuant to Idaho Code §§ 41-4101 et seq., the City of Boise (“City”), Valley Regional Transit (“VRT”) and the Community Planning Association of Southwest Idaho (“COMPASS”) entered into the First JPA Amendment, authorizing COMPASS to enter into the joint public agency self-funded health care plan and the Boise Municipal Health Care Trust.

Article 5 of the Trust Agreement provided the Board of Trustees with the right and authority to amend the Trust Agreement to any extent at any time or from time to time by the majority vote of all the Board then acting under the Trust Agreement, provided no amendment divert the Fund or any part thereof to any purpose other than those set forth in the Trust Agreement, to the extent consistent with Idaho law and subject to prior review by the Director of the Idaho Department of Insurance.

In order to accomplish the purposes of the First JPA Amendment and in compliance with Title 15, Chapter 7, and Title 68, Idaho Code, and pursuant to, in compliance with, and to the extent not in conflict with Title 41, Chapter 41, Idaho Code, the Board of Trustees and COMPASS agree as follows:

Article I

In order to accomplish the purposes set forth in the Amendment Recitals above, and in consideration of the mutual terms, covenants, and conditions set forth in the First JPA Amendment and herein, the Board of Trustees and COMPASS agree that all terms in the Trust Agreement shall continue in full force and effect except as amended by adding new language as indicated by underlining and deleting superfluous language as indicated by strikethrough as reflected in the text of the Trust Agreement as set forth under Article V below.

Article II

The effective date of this First Trust Amendment is made and entered into effective at 12:01 a.m. January 1, 2015.

Article III

COMPASS accepts all terms and conditions of the Trust Agreement which became effective at 12:01 a.m. on January 1, 2014, as amended by this First Trust Amendment.

Article IV

The Board of Trustees accepts all terms and conditions of this First Trust Amendment.

Article V

All terms in the Trust Agreement shall continue in full force and effect except as reflected in the text of the Trust Agreement as set forth under Article IV below as amended by adding new language as indicated by underlining and deleting superfluous language as indicated by strikethrough to Sections 1.3, 1.6, 2.11, 4.1.1, 4.1.5, 4.1.6, 4.1.7, 4.1.8, 4.4, 4.5, 4.10, 4.11, 5, 7.5, and 7.5.2, as follows:

THIS TRUST AGREEMENT is made and entered into effective at 12:01 a.m. January 1, 2014 (“Effective Date”), for the purpose of facilitating the collective participation and negotiation of its members for health benefits coverage with vendors doing business in the State of Idaho or through health benefit pooling.

1. ESTABLISHMENT OF TRUST

1.1 Employers. The City of Boise (“City”) and Valley Regional Transit (“VRT”) are defined as the Plan Sponsors and Employers. “Employers” shall include any successor corporation, and any other subsidiary, affiliate or controlled business which executes the JPA and adopts the Plan.

1.2 Establishment and Name of Trust. Pursuant to Idaho Code §§ 41-4101 *et seq.*, the Employers hereby establishes a joint public agency self-funded health care plan trust (“Trust”). The Trust may be referred to as the Boise Municipal Health Care Trust.

1.3 TRUSTEE RESPONSIBILITIES

The Board (i) accepts the trusteeship as amended to include contributions from COMPASS, and (ii) declares that they will receive and hold the Fund assets as Trustees under the Trust Agreement for the uses, purposes, and trusts set forth in the Trust Agreement.

1.4 Purposes of Trust. The City of Boise previously established a Health Care Plan (“Plan”) Trust dated January 1, 2005 to provide for the payment of Eligible Expenses incurred by Plan Participants for certain services. Pursuant to Idaho Code § 41-4118, that Trust will terminate December 31, 2013 at 12:00 a.m. Pursuant to Idaho Code §§ 41-4101 *et seq.*, on or about August 27, 2013, City and VRT entered into a Joint Powers Agreement (“JPA”) as provided in Idaho Code §§ 67-2301 *et seq.* authorizing the City and VRT to enter into a joint public agency self-funded health care plan trust. The purposes of this Trust are to:

1.4.1 Receive, in advance, all contributions to the Plan;

1.4.2 Hold, manage, invest and reinvest the Trust property and all income from the property, in accordance with the terms of this Trust;

1.4.3 Make distributions from the Trust Fund in such amounts and to such person or persons as the Plan Administrator shall direct to provide for the payment of (i) Covered Medical Expenses, (ii) Covered Dental

Expenses, (iii) Covered Pharmacy Expenses (iv) Covered Vision Expenses (v) Other Related Expenses incurred by Plan Participants and,

1.4.4 Be responsible for the Trust's long term financial stability; to make decisions within the confines of the budgeted funds, the law, and governing rules regarding requested plan design changes, requested changes to covered individuals, wellness programs and other health-related programs.

1.4.5 Exercise all powers of a trust under chapter 41, title 41, Idaho Code.

1.5 Effective Date. This Trust shall be effective 12:01 a.m., January 1, 2014.

1.6 Participation in the Trust. Participation in the Trust by ~~either an~~ Employer may be discontinued by ~~an~~ that Employer by giving written notice to the Board no later than June 30 or any year, by certified mail, return receipt requested at its last known address. Such discontinuation shall be effective as of the first day of the plan year following receipt of such notice by the Board.

2. DEFINITIONS.

2.1 Beneficiary. Any individual entitled, under the joint public agency self-funded plan, to payment by the trust fund of any part of all of the cost of any health care service rendered to him.

2.2 Benefits. The amount payable by the Plan for Covered Expenses.

2.3 Board or Board of Trustees. The persons elected as Trustees in the manner set forth in this Trust Agreement together with their successors are the Board of Trustees ("Board") of the Trust.

2.4 Contributions. The payments by the Employers or Employees to the Trust for the purposes of the Trust as defined in Section 1.4. Contributions shall be calculated by an actuary and be sufficient to maintain minimum surplus at all times.

2.5 Covered Expenses. Expenses for services that the Trust will reimburse in accordance with the Plan.

2.6 Dependent. A Participant other than an Employee who is an Eligible Dependent as specified in the Eligibility to Participate Section of the Plan Document.

2.7 Director. Director of the Idaho Department of Insurance.

2.8 Eligible Employee. An individual who works for either Employer on a regular or non-regular basis in the usual course of the Employer's business, working at least the number of hours in the Employer's normal work week, but not fewer than 20 hours per week. Eligible Employees shall not include individuals compensated by commissions only, seasonal employees, contractors, agents, employees of temporary employment agencies and all others not considered an employee of the Employers.

- 2.9 Employee(s).** Any individual who is in an employer-employee relationship with the Employers and is eligible for benefits under the Plan. The term “Employee” includes “former employees” for the purpose of allowing continued eligibility for Benefits under the Plan (1) for the remainder of the month in which a Participant ceases to be employed by the Employers, or if longer, the period during which a former employee has elected to continue coverage following termination of employment, as provided by the Public Health Service Act, or (2) as allowed by the Plan.
- 2.10 Employers.** The City and VRT are defined as the “Employers”. “Employers” or “Employer” shall include any successor corporation and any other subsidiary, affiliate or controlled business which adopts the Plan.
- 2.11 JPA.** The Joint Powers Agreement effective September 10, 2013, dated as of August 27, 2013, by and between the City and VRT, and as subsequently amended to include any other public agency executing the JPA and adopting the Plan.
- 2.12 Participant.** An Employee or Dependent who has met the eligibility requirements set forth in the Plan and who, in a timely manner, has made all required contributions.
- 2.13 Plan.** The City of Boise Municipal Health Care Plan established by the Employers as of 12:01 a.m. January 1, 2014, together with any subsequent amendments to the Plan.
- 2.14 Plan Administrator.** The person or firm appointed or employed by the Board pursuant to Idaho Code §41-4102(1) who has the authority and responsibility to manage and direct the operation, administration and/or payment of claims for the Plan.
- 2.15 Plan Year.** The Plan Year means the period beginning on the Effective Date and ending on December 31, 2014, and the twelve (12) month period ending on each December 31 thereafter.
- 2.16 Trust Fund or Fund.** The Trust Fund created by this Agreement and defined in Idaho Code §41-4102, shall consist of all funds or assets of the Trust including any bank accounts or savings accounts or certificates together with all investments made and held by the Board for receipt of contributions of Employers and Employees and payment of or with respect to health care service costs for beneficiaries.

3. ADMINISTRATION AND DISPOSITION OF TRUST FUND.

- 3.1 Claims.** The Board, or any person or persons designated by it, may (i) pass upon the validity of claims for Benefits under the Plan, and (ii) in payment of valid claims in the amounts approved, authorize payments upon the Fund. The Board shall not be considered the agents of the Plan Administrator.

- 3.2 Collection.** The Board shall (i) require the payment in advance of all Employer and Employee Contributions by regular, periodic payroll deductions and that the Contributions be deposited in and disbursed from a Trust Fund(s) duly established under this irrevocable Trust Agreement; (ii) make any necessary refunds or adjustments, and (iii) maintain such Contributions in a Trust Account in the Trust's name. In order to carry out the purposes of this Trust, the Board (i) shall have the power to specify the exact time and manner in which the payment of Contributions to the Trust Fund are to be made, and (ii) shall notify the contributing Employers and Employees in writing of these requirements.
- 3.3 Statement.** The Plan shall furnish to each employee-beneficiary of the Plan a written statement or schedule adequately and clearly stating all benefits currently allowable under the Plan, together with all applicable restrictions, limitations, and exclusions and the procedure for filing a claim for benefits in accordance with Idaho Code §41-4104(1)(c).
- 3.4 Actuarially Sound.** The assets and income of the Trust must be adequate under reasonable actuarial estimates for payment of all benefits promised to employees, participants and beneficiaries of the Trust by the Plan according as set forth in Idaho Code §41-4104(3).
- 3.5 Expenses, Reserves and Taxes.** The Board shall:
- 3.5.1** Pay or provide for (i) the payment of all reasonable and necessary expenses of collecting the Employer and Employee Contributions and administering the affairs of the Trust and Fund, including all expenses which may be incurred in connection with the establishment of the Trust and Fund, (ii) the employment of administrative, legal, expert and clerical assistance, and (iii) the leasing of premises and the purchase or lease of the materials, supplies and equipment which the Board, in its discretion, find necessary or appropriate in the performance of its duties;
- 3.5.2** Establish a reserve in an amount as certified by a member of the American Academy of Actuaries as being necessary for payment of all claims against the Trust Fund for benefits, including both claims reported and not yet paid and claims incurred but not yet reported;
- 3.5.3** Pay any federal, state or local tax which may be properly levied against the Fund or Benefits paid;
- 3.5.4** Establish and maintain in its Trust Fund surplus equal to at least:
(a) The equivalent of three (3) months of contributions for the current plan year; or (b) One hundred ten percent (110%) of the difference between the total dollar aggregate stop-loss attachment point plus costs of operation and the total dollar expected contributions for the current plan year.
- 3.6 Investments.** All funds and assets due to or received by the Board in accordance with this Trust Agreement shall be Trust Funds and shall be deposited by the Board in a bank or banks that the Board designates for that purpose. All withdrawals, drafts, or checks of Trust Funds from such bank or banks shall be

effective only upon the signature or countersignature of duly authorized Board members. The Board may invest and reinvest any Trust Fund not required for current expenditures; provided however, such investments shall be made and held in the name of the Trust Fund, and the interest and yield thereon shall inure to the account of the Trust Fund. No investment shall be made unless the Board so authorizes in writing and showing in the records of the Trust Fund. The Board shall make all investments in accordance with Idaho Code §41-4109.

- 3.7 Trust Liability.** The Trust Fund shall be legally liable for payment of all applicable benefits stated in the statement or schedule of benefits in effect at the time a claim thereunder arises. Funds in the trust are fiduciary funds and are not liable for any obligation of any employer participant in the plan, or subject to garnishment or levy for the obligation of any beneficiary.
- 3.8 Interest.** The Trust shall not be required to pay interest on Employer or Employee contributions to the Fund. Interest accrued on Trust funds shall remain in trust not inconsistent with the provisions of this Agreement.
- 3.9 Spendthrift Clause.** No Trust Funds shall be:
- 3.9.1** Assigned or encumbered by any Participant;
 - 3.9.2** Attached by or subjected to the interference or control of any creditor of any Participant or the Employers; or
 - 3.9.3** Reached by any legal or equitable process in satisfaction of any debt or liability of any Participant prior to its actual receipt by such Participant.

4. BOARD OF TRUSTEES.

4.1 Composition.

- 4.1.1** The Board of Trustees shall be comprised of ~~six (6)~~ members, five (5) of whom shall be elected by the Boise City Council and one (1) member from each additional public agency elected by the governing body of that public agency as its representative of whom shall be elected by the VRT Board of Directors. Of the members elected by the Boise City Council, two (2) shall be voting members of the Run-the Business Team or its successor or any interdepartmental committee of middle and senior management designated by the Mayor~~Intergovernmental Business Team~~ (“IBT”); two (2) shall be ~~elected by the~~ voting Wages and Benefits Team (“WBT”) members, or members of its successor representatives of any City employee benefits and compensation advisory committee designated by the Mayor, and selected in accordance with that committee’s process; and one (1) shall be ~~a~~ member of the Executive Management Team (“EMT”) member or its successor committee of Directors and Chiefs of City Departments, all of whom shall be voting members of the Board. The members elected by the governing body of each additional public agency member~~VRT Board of Directors~~ shall be a non-voting members of the Board.

- 4.1.2 The City's Department of Human Resources Director shall appoint a Benefit Liaison to the Trust and shall notify the Trust, in writing, of that appointment. The Benefit Liaison shall serve as the Trust Secretary who shall set meeting agendas, present items for discussion, and facilitate Trust meetings. The Benefit Liaison shall be a non-voting member of the Trust.
- 4.1.3 The City's Department of Finance and Administration Director shall appoint a Financial Liaison to the Trust and shall notify the Trust, in writing, of that appointment. The Financial Liaison shall provide the Board with budget and financial assistance as needed and shall present the Treasurer's Investment Report on a quarterly basis. The Financial Liaison shall be a non-voting member of the Trust.
- 4.1.4 The City's Attorney shall appoint a Legal Liaison to the Trust and shall notify the Trust, in writing, of that appointment. The Legal Liaison shall provide legal assistance on an as-needed basis and shall be a non-voting member.
- 4.1.5 The Run-the Business Team (RBT) or its successor or any other interdepartmental committee of middle and senior management designated by the Mayor~~RBT~~ shall submit to the City Council the names of ~~RBT~~ voting members interested in serving on the Health Trust. The City Council shall elect two ~~RBT~~ members to serve as Trustees. The ~~RBT~~ Facilitator shall notify the Trust, in writing, of those appointments.
- 4.1.6 The City Council shall select one (1) member of EMT or its successor committee of Directors and Chiefs of City Departments~~member~~ to serve as a Trustee considering other team or committee assignments. The City Council shall notify the Trust, in writing, of that election.
- 4.1.7 The WBT, or its successor representatives of any other employee benefits and compensation advisory committee designated by the Mayor, shall submit two (2) or more voting members to the City Council to serve as Trustees. The members selected shall be from two different constituency groups within their membership. From the names WBT submits the City Council shall elect (2) members. The WBT Facilitator shall notify the Trust, in writing, of those the City Council elects.
- 4.1.8 The governing body of each additional public agency member~~VRT Board of Directors~~ shall elect one (1) member to serve as Trustee and shall notify the Trust in writing of that election.

- 4.2 **Trust Officers.** The Board shall establish the position of Chair, who shall be elected by the Board from among the voting Trust members. The Trust Chair shall be elected at the first regular Trust meeting in December of each year. The Chair shall assume the responsibilities of his/her position at the January meeting. Should the Chair feel he/she is no longer able to fulfill the position, the Board shall elect a replacement for the remainder of the year.

- 4.3 Terms.** Trustee terms shall begin on January 1 of each year and shall be for a term of two (2) years and until his or her successor is appointed. Appointees shall serve no more than three (3) consecutive terms or more than six (6) consecutive years. If a vacancy shall occur during an unexpired term, the City Council or VRT Board, as appropriate, shall elect a member from the team the vacated member represented to fill such expired term. Appointments to complete an unexpired term shall be for the balance of the unexpired term. Reappointments shall follow the same procedure as the original appointment process.
- 4.4 Resignation.** A Trustee may resign from all further duty or responsibility upon giving (30) thirty days' notice in writing to the Trust Secretary or such shorter notice as the Trust Secretary may accept as sufficient. The Trust Secretary shall then notify the Employer represented by that Trustee through the Employer's governing body-City Council and the VRT Board. The notice shall state a date when the Trustee's resignation shall take effect. The resignation shall take effect on the date specified in the notice unless a successor Trustee shall have been appointed at an earlier date, in which event the resignation shall take effect immediately upon the appointment of the successor Trustee.
- 4.5 Removal.** The City Council may remove a Trustee appointed by the City Council from office for good cause at any time by a written notice signed by the President of the City Council, which shall be sent by registered or certified mail and which shall state a date when the removal shall take effect. The governing body of each additional public agency member-VRT Board may remove a Trustee appointed by that public agency as its representative-the VRT Board for good cause at any time by a written notice signed by the President or equivalent of the governing body-VRT Board, which shall be sent by registered or certified mail and which shall state a date when the removal shall take effect. Prior to removing any Trustee, the City Council or governing body of the additional public agency-VRT shall notify the Director in writing the reason for the removal of the Trustee. The Director shall have thirty (30) days from the date of the notice to disapprove the basis for removal of the Trustee and the Trustee shall not be removed. If the Director does not disapprove within the thirty (30) day period, the City Council or governing body of the additional public agency-VRT may proceed with the Trustee's removal.
- 4.6 Successor Trustee.** In case any of the Trustees shall die, become incapable of acting under this Agreement, resign, be removed or come to the end of his/her term, a successor Trustee shall immediately be elected as provided in Sections 4.1 or 4.3, whichever is applicable. Until the appointment of the successor Trustee, the remaining Trustees by majority vote shall have full power to act.
- 4.7 Powers of Successor Trustee.** A successor Trustee shall become vested with all the property, rights, powers, and duties of a Trustee upon (i) appointment as a successor Trustee, and (ii) acceptance by such successor Trustee of the trusteeship in a writing filed with the Board.
- 4.8 Meetings.** Any action taken by the Board under this Agreement shall be taken by a majority vote of the Trustees authorized to vote pursuant to the JPA. Any one of the Trustees may call a meeting of the Board at any time, in person, by

telephone or by e-mail, by giving at least forty-eight (48) hours written or e-mailed notice of the time and place of the meeting to the remaining Trustees. The Trust is subject to the Idaho Open Meetings Act and as such, may not conduct ministerial or administrative duties by voting via email. All actions shall be recorded and retained pursuant to applicable law.

- 4.9 Trust Authorization.** Any instrument in writing made by formal action of the Board or by the signature of any two authorized Trustees shall bind the Trust and the Board. All persons, partnerships, corporations, associations and the Plan Administrator may rely on the signature of the Board as duly authorizing the instrument in accordance with the Trust Agreement.
- 4.10 Voting.** Each Trustee elected by the City Council shall have one vote on all matters in any meeting of the Board. The Trustee appointed by the governing body of each additional public agency ~~VRT~~ shall not be entitled to vote on any matter.
- 4.11 Powers.** The voting Trustees have all powers provided by the Idaho Uniform Trustee's Powers Act, as amended, and any other statute or rule of law. In addition, the Board may exercise all rights or privileges granted to them by provisions of the Plan and may agree to any alteration, modification, or amendment of the Plan. The Board is authorized on behalf of the City and each additional public agency executing a JPA and adopting the Plan to enter into such further amendments to the Agreement with public agencies seeking to join the Plan and amendments to the Trust Agreement as may be required for public agency membership in the Plan. The Board will notify the Mayor, who shall inform the City Council and the governing body of each additional public agency member ~~VRT~~, of any and all alterations, modifications, or amendment to the JPA or the Plan. Persons dealing with the Trustees shall not be required to inquire into the authority of the Trustees with regard to any dealings in connection with the Plan.
- 4.12 Fiduciary Responsibility.** Trustees have the fiduciary responsibility to make decisions in the best interest of the Trust and not in the best interest of the Employer.
- 4.13 Interpretation of Trust Agreement.** The Board shall have the power to construe the provisions of the Trust Agreement. Any construction adopted by the Board in good faith consistent with the provisions of the Plan shall be binding upon the Employees, the Employers, the Plan Administrator and all others claiming by or through any of them by assignment, bequest or otherwise.
- 4.14 Compensation of Trustee.** The Board shall serve without compensation from the Trust for services rendered in such capacity, but all reasonable expenses specifically incurred in the performance of a Trustee's duties pursuant to this Plan shall be paid out of the Trust Funds. Trustees are governed by a fiduciary duty as imposed by State law and any applicable Federal law while incurring expenses associated with their performance as Trustees pursuant to this Plan.
- 4.15 Payment of Administrative Expenses.** All reasonable expenses specifically incurred in administering the Plan, including but not limited to administrative

fees and expenses owing to any third party administrative service provider, actuary, consultant, accountant, specialist, or other person or organization that may be employed by the Board in connection with the administration of the Plan, shall be paid out of Trust assets, and, if Trust assets are insufficient, the Board shall require additional Contributions from the Employers, which Contributions shall be promptly paid by the Employers and deposited into the Trust Fund for payment of the administrative expenses. Trustees are governed by a fiduciary duty imposed by federal and state law as well as the City's ethics ordinance while incurring expenses associated with the administration of this Plan.

- 4.16 Rules and Regulations.** The Board may promulgate such rules and regulations as may, in its discretion, be proper and necessary for the sound and efficient administration of the Trust.
- 4.17 Liability.** To the extent permitted by law, neither the Trustee nor any other person shall incur any personal liability for any acts or for failure to act within the scope and course of their duties as Trustees except for willful misconduct or willful breach of this Plan, and as provided for by Idaho Code.
- 4.18 Books and Records.** The Board shall cause full and accurate records and accounts to be entered and maintained covering all financial transactions and affairs of the trust and to make an annual statement in writing summarizing the financial transactions of the trust fund for such fiscal year and its financial condition at the end of such year in accordance with the Joint Public Agency Self-Funded Health Care Plan Act, Idaho Code §§41-4101 *et seq.*, and generally accepted and applicable accounting principles. The statement shall otherwise be in form and require information as prescribed by the Director of the Department of Insurance, and the financial information therein shall be reported by the accountant by whom such information was prepared or audited. The Board shall promptly deliver a copy of the statement to the Employers and keep a copy thereof on file where it shall be available at all reasonable times for a period of not less than three (3) years to review by any beneficiary.

5. AMENDMENTS. This Agreement may be amended to any extent at any time or from time to time by the majority vote of all the voting members of the Board then acting under this Agreement with notification to the Mayor, and the VRT Board, the COMPASS Board, and the governing body of each additional public agency member. However, no amendment shall divert the Fund as then constituted, to a purpose other than as set forth in this Agreement. All amendments shall be in compliance with Idaho law and be sent to the Director of the Department of Insurance for review prior to their effective date.

6. TERMINATION OF THE TRUST.

6.1 Application of Funds. In the event of termination of the Trust, the Board shall apply the Fund to the continuation of providing Benefits and to provide for payment of reasonable and necessary expenses incurred in termination of the Fund, until the Fund is exhausted. In the event of termination, the Employers and Employee Contributions shall be used to carry out purposes of the Trust as provided in this Agreement.

- 6.2 Dissolution.** Upon termination of the Trust, the Board shall immediately notify the Employers and shall continue as Board for the purposes of dissolution and may take any action which may be appropriate or required.
- 6.3 Termination.** Upon the Board terminating the Trust, with DOI approval, or if the Director, upon examination, finds the Trust to be insolvent where the Plan is unable to pay its obligations when due or that its assets do not exceed its liabilities, the Board shall proceed in a manner consistent with the law, including but not limited to Idaho Code §41-4118, Idaho Code §41-4119 and title 33, Idaho Code.
- 6.4 Liquidation.** Whether terminated by election of the Board or by the Director of the Idaho Department of Insurance, upon termination of the registration of the Plan, the Trust Fund shall submit a Plan of Liquidation for the Director's approval and the liquidation will be carried out in accordance with Idaho Code §41-4119.

7. MISCELLANEOUS PROVISIONS.

- 7.1 Entire Agreement.** This Trust Agreement, the JPA and the Plan constitutes the entire agreement between the undersigned Employers and the Board and shall not be deemed to be varied, altered or amended by any other statement, representation or agreement by or between any person or persons whomsoever, whether written, oral or implied in any way, except as provided in this Agreement, the JPA or the Plan.
- 7.2 Notice.** The Board shall (i) immediately notify the Employers, the administrator, the Director (pursuant to Section 5) and all other interested parties of any amendment to this Agreement, and (ii) execute any instrument or instruments in connection with the Amendment.
- 7.3 Payroll Information.** The Employers shall promptly furnish to the Board on demand such payroll information and data with respect to the individual Employees benefiting from this Agreement that the Board may require in connection with the administration of the Trust and the Plan. Payroll information and data shall be limited in nature to matters such as name, classification, social security number, amount of wages paid and hours worked. The Board, or their authorized representatives, may examine the pertinent payroll records of the Employers with respect to the individual Employees benefiting from this Agreement whenever an examination is deemed necessary or advisable by the Board in connection with the proper administration of the Trust and the Plan.
- 7.4 Participant Claims.** No Participant, nor any person claiming by or through a Participant, Employers, person, partnership, corporation or association, nor any person entity claiming by or through any one of them by reason of assignment, bequest or any other means shall have any right, title or interest in the Fund or any part of the Fund. However, any participant who is actually covered by a Plan is entitled, subject to the terms and conditions of the Plan, to the benefits provided under the Plan in the amount and to the extent provided in the Plan. Each employee/beneficiary of the Plan will be provided with a written statement or schedule adequately and clearly stating all benefits currently allowable

under the Plan together with all applicable restrictions, limitations and exclusions, and the procedure for filing a claim for benefits.

7.5 THIRD PARTIES. No person, partnership, corporation, or association dealing with the Board shall be required a) to see to the application of any funds or property of the Trust, b) to see that the terms of the Trust have been complied with, or c) to inquire into the necessity or expediency of any act of the Board. Every instrument ~~affected~~executed by the Board shall be conclusive in favor of any person, partnership, or corporation relying on such instrument that:

7.5.1 At the time of the delivery of the instrument the Trust was in full force and effect;

7.5.2 The instrument was ~~effected~~executed in accordance with the terms and conditions of this Agreement; and

7.5.3 The Board was duly authorized and empowered to execute the instrument.

7.6~~5~~ Parties to Agreement. No person or entity other than the Board or its lawful successors and the Employers shall be considered a party to this Trust Agreement.

8. SITUS AND CONSTRUCTION OF TRUST.

8.1 Situs. The Trust is accepted by the Board in the State of Idaho and all questions pertaining to its validity, construction and administration shall be determined in accordance with the laws of that State.

8.2 Governing Law, Jurisdiction and Venue. This Agreement shall be construed and interpreted in accordance with the laws of the State of Idaho. The parties agree that the courts of Idaho shall have exclusive jurisdiction and agree that Ada County is the proper venue.

8.3 Severability. The invalidity of any portion of this Agreement, as determined by a court of competent jurisdiction, shall not affect the validity of any other portion of this Agreement.

[END OF TRUST AGREEMENT TEXT WITH AMENDMENTS]

Community Planning Association of Southwest Idaho:

Matt Stoll
Executive Director

Dated: _____

ATTEST:

Secretary

Dated: _____

Boise Municipal Health Care Trust:

By: _____ Neal Oldemeyer Trustee	By: _____ Brent Davis Trustee
Dated this ____ day of _____, 2014	Dated this ____ day of _____, 2014
By: _____ Heather Buchanan Trustee	By: _____ James Parle Trustee
Dated this ____ day of _____, 2014	Dated this ____ day of _____, 2014
By: _____ Craig Croner Trustee	By: _____ Rick Thompson Trustee
Dated this ____ day of _____, 2014	Dated this ____ day of _____, 2014



BOISE MUNICIPAL HEALTH CARE TRUST ADMINISTRATIVE BY-LAWS

Approved November 27, 2013

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1. ESTABLISHMENT AND PURPOSES OF THE TRUST

1.1 AUTHORIZATION

The City of Boise adopted Resolution #RES-295 [###]-1314 on ~~August 27, 2013~~ [month] __, 2014, authorizing the City of Boise to enter into an Amended Joint Powers Agreement between the City of Boise and Valley Regional Transit for the purpose of adding the Community Planning Association of Southwest Idaho (“COMPASS”) as a new Party to the Joint Powers Agreement creating the Boise Municipal Health Care Trust and authorizing the Board of Trustees of the Boise Municipal Health Care Trust to execute future amendments to the Agreement with public agencies seeking to join the Plan and amendments to the Trust Agreement as may be required for such public agency membership, creating the Boise Municipal Health Care Trust and approving the Boise Municipal Health Care Trust Agreement as amended November 13, 2013. Valley Regional Transit adopted the Trust Agreement on September 10, 2013. See the Trust Agreement as amended for definitions of terms.

These By-Laws are created pursuant to section 4.16 of the Trust Agreement as amended, which authorizes the Board to “promulgate such rules and regulations as may, in its discretion, be proper and necessary for the sound and efficient administration of the Trust.” If a conflict exists between the Amended Trust Agreement and these By-Laws, the Amended Trust Agreement controls.

The effective date of the Boise Municipal Health Care Trust is January 1, 2014.

2. TRUST MEMBERSHIP

The Board of Trustees shall be comprised of five (5) members elected by the Boise City Council and one (1) member from each additional public agency elected by the governing body of that public agency as its representative. Of the members elected by the Boise City Council, two (2) shall be voting members of the Run-the Business Team or its successor or any other interdepartmental committee of middle and senior management designated by the Mayor two (2) shall be voting Wages and Benefits Team (WBT) members or members its successor representatives of any other employee benefits and compensation advisory committee designated by the Mayor and selected in accordance with that committee’s process, and one (1) shall be a member of the Executive Management Team (EMT) or its successor committee of Directors and Chiefs of City Departments, all of whom shall be voting members of the Board. The members elected by the governing body of each additional public agency member shall be non-voting members of the Board, comprised of six (6) members, five (5) of whom shall be elected by the Boise City Council and one (1) of whom shall be elected by the VRT Board of Directors. Of the members elected by the Boise City Council two (2) shall be voting members of the Intergovernmental Business Team (“IBT”); two (2) shall be elected by the Wages and Benefits Team (“WBT”) representatives in accordance with its process, and one (1) shall be an Executive Management Team (“EMT”) member, all of whom shall be voting members of the Board. The member elected by the VRT Board of Directors shall be a non-voting member of the Board.

2.1 OTHER NON-VOTING MEMBERS AND ADMINISTRATIVE STAFF

The Board shall also include non-voting members or administrative staff as needed. The non-voting Board members include a Benefits Liaison, Financial Liaison(s), and a Legal Liaison. The Benefits Liaison shall serve as the Trust Secretary and attend all Trust Board meetings, create the Trust Board agenda, present items for discussion, and facilitate Trust meetings. The Benefits Liaison is the technical consultant on self-funded health plans and wellness initiative issues, and assumes the day-to-day responsibilities for managing the Trust’s self-funded health plan and wellness initiative programs. The Trust is charged with a portion of the Benefits Liaison’s salary.

The Trust Secretary appoints a City of Boise Human Resources Department staff member who is responsible for providing clerical support to the Secretary by doing such things as scheduling meetings, preparing and posting agendas, taking and posting meeting minutes and documents distributed during the meeting, and SharePoint Trust documents administration. This individual

neither performs any financial analysis nor makes substantive decisions related to the Trust. The Trust is charged with a portion of this Human Resources Department staff member's salary.

The Trust Secretary hires and manages the work plan of a Wellness Coordinator who will oversee all things related to the Wellness Initiative. The Wellness Coordinator is a City of Boise Human Resources Department employee. The Trust is charged with all of the Wellness Coordinator's salary.

The Trust Secretary appoints a City of Boise Human Resources Department staff member who processes the day-to-day financial transactions and reconciliations of the Trust accounts. The Trust is charged with a portion of this Human Resources Department staff member's salary.

The Trust membership shall also include a Legal Liaison appointed by the City Attorney who shall provide legal guidance on an as-needed basis. The Trust is charged with a portion of this Legal Liaison's salary.

2.2 SUBCOMMITTEES

The Board may determine that a subcommittee or subcommittees are necessary to effectively conduct the business of the Trust. The subcommittees shall be organized on an as needed basis and may be temporary or permanent. The role of the subcommittee is to research, review, and draft recommendations to present to the Board concerning policy, issues, or situations before the Trust. Any subcommittees consisting of a quorum of the Board must comply with Idaho's open meeting requirements.

3. TRUST OFFICER RESPONSIBILITIES

3.1 TRUST CHAIR RESPONSIBILITIES

The Chair is responsible for the following duties:

- a. Approves the proposed agenda for the monthly trustee meetings.
- b. Preside over the monthly or scheduled trustee meetings;
- c. Announce the business before the Board in the order in which it is to be acted upon;
- d. State and put to vote all questions which are regularly moved or necessarily arise in the course of proceedings and to announce the result of the vote;
- e. Enforce on all occasions the observance of order and decorum among the trustees;
- f. Decide all questions of order (subject to appeal to the committee by any two members) and to inform the Board when necessary, or when referred to for the purpose, on a point of order or practice;
- g. Authenticate, by signature, when necessary, all the acts, orders, and proceedings of the Trust;
- h. Ensure effective operation of the Trust and its committees in conformity with the highest standards of governance;
- i. Set the style and tone of Trust discussions to promote constructive debate and effective decision making;
- j. Ensure all sub-committees are properly established, composed and operated;
- k. Prepare quarterly report for Council;
- l. Complete and submit quarterly reporting to Idaho Department of Insurance;
- m. Appoint a Trustee to act as Trust Chair in his/her absence.

3.2 TRUST SECRETARY RESPONSIBILITIES

- a. Proposes the agenda for the monthly Trustee meetings;
- b. Authenticate, by signature when necessary, all the administrative proceedings of the Trust and in general to represent and stand for the Trust declaring its will in all things obeying its commands;
- c. Assist the Chair in effective operation of the Trust and its committees in conformity with the highest standards of governance.

- d. Ensure effective communication with stakeholders, which include Mayor, City Council, EMT, VRT, employers, and employees and participants, public agencies seeking to join the Plan with approval of the Mayor, as well as other relevant constituencies and that the views of these groups are understood by the Board. This includes presenting information to City Council and other groups as needed;
- e. Assist the Chair in preparing quarterly report for City Council;
- f. Deliver annual Trust Audit and Actuarial Certification to Idaho Department of Insurance;
- g. Assist the Chair in completion and submission of quarterly reporting to Idaho Department of Insurance.

3.3 CHAIR TERMS

The Chair will serve a one year terms and will be selected by majority vote of the Trustees. The Chair can be removed from his/her position by majority vote of the Trustees. Trustees can be appointed to consecutive terms as Chair within the confines of the term limit provisions.

4. MEETINGS

4.1 REGULAR AND SPECIAL MEETINGS

The Board shall transact all business at official meetings of the Board. These may be either regular or special meetings, defined as follows:

- a. Regular Meeting – A regular Board meeting is the usual, official legal-action meeting, scheduled and held regularly.
- b. Special Meeting – A special Board meeting is an official legal-action meeting called between regular meetings to consider specifically identified topics.

Every Board meeting shall be open to the public except as provided for by Idaho law and shall be called to order by the Chair, or in the Chair’s absence, by the Acting Chair. In the absence of both the Chair and Acting Chair, the remaining Trustees shall elect a Chair pro tempore.

Board meetings shall be posted in accordance with Idaho law.

4.2 MEETING DATES

Regular Meetings – there shall be a regular meeting held on the fourth Wednesday of each month beginning at 1:30 p.m. A regular meeting may be rescheduled or canceled by agreement of a majority of Trustees.

Special Meetings – Any one of the Board members may call a special meeting of the Board at any time, in person, by telephone or by e-mail, by giving at least forty-eight (48) hours written or e-mailed notice of the time and place of the meeting to the remaining Board members. The Trust is subject to the Idaho Open Meetings law as provided in Idaho Code §67-2341, and as such, may not conduct ministerial or administrative duties by voting via email. All actions must be recorded and stored pursuant to applicable law.

4.3 TRUSTEE MEETING LOCATION

The regular Trustee meeting will be held in the PW Ansell Conference Room at City Hall or in another designated location.

4.4 EXECUTIVE SESSIONS

The Board may enter into executive session after the following requirements have been followed:

- a. The Board has first been convened in an open meeting;
- b. The executive session is authorized by a roll call vote in open session;

- c. The executive session is authorized under the provisions of Idaho law;

The Board shall reconvene the open meeting after an executive session prior to adjourning the meeting.

5. AGENDA PREPARATION AND FORMAT

5.1 AGENDA PREPARATION

Regular Meetings: The Trust Secretary is responsible for placing all items on the agenda of regular meetings. The Chair, Board members, or Benefit Liaison, depending on the agenda item, are responsible for providing the supporting documentation for each agenda item and for bringing to the attention of the Trust Secretary items to be included on the agenda at future Board meetings. Once the final agenda has been approved, the Trust Secretary, or their designee, shall be responsible for disseminating the agenda and supporting documentation. The agenda and supporting documentation may be sent electronically to the Board.

The agenda and accompanying supporting documentation shall be distributed to the Board by 5:00 p.m. on the Monday prior to the scheduled Board meeting except in emergency or special situations.

Copies of the agenda are available to the media, public and staff.

Special Meetings: Whenever possible, the procedures for agenda preparation and dissemination used for regular meetings will be used for special meetings.

These procedures may be altered by the Trust Secretary during an emergency or when compliance would be impractical. However, the Trust Secretary shall comply with all legal requirements when scheduling meetings and preparing the agenda.

Board members can request that an agenda item be placed on the agenda by notifying the Trust Chair or Secretary no later than 5:00 p.m. on the Friday prior to the scheduled Board meeting for placement on the next agenda. The Trust Secretary will confer with the Trust Chair and the originator of the agenda item prior to the next regular Board meeting to determine when the item will be placed on the agenda.

5.2 AGENDA FORMAT

The Board shall follow the order of business set up by the agenda unless the order is altered at the discretion of the Chair. For regular Board meetings, the following format is used:

- a. Call to order, roll call
- b. Approval of minutes
- c. Consent grouping
- d. Reports
- e. Action Items
- f. Discussion Items
- g. Public Participation
- h. Adjournment

A notice of executive session and the need to reconvene to regular meeting will be included as necessary.

6. MEETING PROCEDURES

6.1 ORDERLY CONDUCT OF MEETINGS

The Chair is responsible for the orderly conduct of Board meetings and shall rule on such matters as the time to be allowed for public discussion, the appropriateness of the subject being presented, and the

suitability of the time for such a presentation. All such rulings are subject to review by the Board at a subsequent meeting, properly noticed, as long as the matter is included on the agenda.

6.2 QUORUM

A quorum is defined as three (3) voting Board members. When the total Board membership falls below five voting members because of a vacant position(s), a quorum will be defined as a majority of voting Board members. In the event that a quorum is not present within fifteen (15) minutes after the scheduled start time, the meeting may be canceled and another meeting may be scheduled with due and proper notices in accordance with these rules.

6.3 VOTING

Votes on all motions shall be by *ayes* and *nays*. No secret ballots shall be used. Each voting Board member shall have one vote on all matters in any meeting of the Board. Any action taken by the Board shall be taken by a majority vote. Motions will be recorded accurately. If there is any ambiguity, the Chair will seek clarification of the motion.

The Chair or any Board member may call for a roll call vote. Unless such vote is called for, action may be taken by voice vote in which event, unless a Board member expresses that he/she is abstaining from voting or voices a dissenting vote, members will be presumed to have voted for passage of the motion and their votes will be so recorded.

6.4 RULES OF ORDER

The Board prescribes rules for its meetings as follows:

- a. The Board shall hold a regular meeting at least once each month and may hold other meetings as often as called. The Board may also cancel scheduled meetings.
- b. Each action item shall require a motion, and all motions shall require seconding.
- c. The Chair may make or second motions, and may vote on all motions.
- d. A motion to adjourn is in order at any time. Such a motion shall require a second and a majority vote. No discussion is in order.
- e. A motion to table is in order at any time. Such a motion requires a second and is limited to being considered only once on any given agenda item. No discussion is in order.
- f. Rules of order may be subject to suspension only upon a majority vote of the members of the Board present at a meeting.
- g. In matters of procedure not covered by law or policy, the Board shall be guided by Roberts' Rules of Order.
- h. During Board meetings, cell phones will be turned off or silenced.
- i. Board meetings will start and end on time.
- j. Board members will arrive on time or notify the Trust Secretary if they will be late to a meeting.
- k. Board members will arrive prepared to conduct Trust business at meetings.
- l. Board members will avoid sidebars, will support Trust decisions, will treat each other as colleagues, and will assume good intentions.

6.5 MINUTES

Minutes shall be kept of all regular and special Trust Board meetings. Complete written minutes of each Board meeting are available for public review in Human Resources. The minutes for the most recent Board meeting will be available for review on the day that the agenda and supporting documentation is sent to Board members in preparation for the next regularly scheduled meeting. The Board will take action at a subsequent meeting to amend and/or approve minutes.

Minutes of regular or special meetings will be distributed to all Board members prior to the next meeting.

The Trust Secretary, or their designee, shall keep a written record of those Board members present and those absent at all official meetings. The Trust Secretary, or their designee, shall also keep an official written record of all proceedings and actions of the Trust.

The Board can vote to audio record minutes of any or all meetings.

6.6 PUBLIC PARTICIPATION AT BOARD MEETINGS

All regular and special meetings of the Board shall be open to the public. As part of each agenda, there will be an opportunity for public participation.

The Board desires to hear viewpoints of City employees and consider the responsible presentation of these viewpoints vital to the efficient operation of the Trust. The Trust also recognizes its responsibility to conduct its business in an orderly and efficient manner. The Trust therefore establishes the following procedures:

- a. The Chair shall be responsible for recognizing speakers, maintaining proper order, and adherence to any time limit set. The Board may not discuss, consider or make decisions on any matter not on the agenda. However, questions asked by a public participant will be answered in writing within fifteen (15) working days if feasible by the Chair or designee. Questions requiring investigation may take longer to respond to; however, the public participant will be notified of the delay.
- b. If considered necessary, the Chair shall set a time limit on the length of the comment period. The comments of each speaker shall be no more than three (3) minutes per topic unless the speaker requests additional time and unless the time limit is waived by the Chair. The Board may ask for clarification or make comments in response to the speaker's remarks but shall not enter into deliberation or debate. Interruptions, defamatory remarks or other interference with the orderly conduct of Board business will not be permitted. The Chair shall terminate the speaker's privilege if, after being called to order, the improper conduct or remarks persist.
- c. Public participants shall not be recognized by the Chair while the Board conducts its official business.
- d. Individuals that want to address the Board will sign up to do so at the beginning of each meeting and will indicate the topic they will be addressing.

7. ROLES AND RESPONSIBILITIES

Within the confines of applicable laws and City policies and regulations, the Board defines its role and responsibilities with the following groups.

7.1 MAYOR AND CITY COUNCIL

Within the confines of the law, the Mayor, with consent of the Council, and VRT established the Boise Municipal Health Care Trust and appointed Board members. ~~The Board served at the pleasure of the Mayor.~~ The Mayor, City Council, and/or the VRT Board, and/or the governing body of any other public agency members of the Plan are responsible for deciding if the Employers offer ~~its~~their employees' health insurance and health related benefits. Based on this decision, the Board makes funding requests to the Mayor, City Council, and/or the governing body of each public agency member of the Plan~~VRT Board~~, who have sole discretion in setting the Trust's budget appropriation. Once funding appropriations are adopted, the Board is responsible for the Trust's long term financial stability; for making decisions within the confines of the budgeted funds; the law, and governing rules regarding such things as requested plan design changes, requested changes to who are covered individuals, Wellness programs, and other health-related programs.

7.2 WAGES AND BENEFITS TEAM

The Board is responsible for the overall contribution establishment. The City of Boise Wages and Benefit Team (WBT) has the opportunity to provide input regarding employee health-related needs and desires, plan design, coverage, offerings, etc. to the Executive Management Team (EMT). The

Board considers WBT input on plan design, coverage, offerings, etc. received from the EMT. The Board serves as a source of information for WBT on health related issues.

WBT is responsible for:

Presenting recommendations to the EMT with regard to:

1. Employee compensation issues.
2. Employee benefits.
3. Personnel policies and/or policy changes related to wages and benefits when requested or deemed necessary.

Considering employee concerns regarding wage and benefit issues and creating recommended solutions to these issues.

Certain WBT recommendations may be subject to review and input from other established City committees and departments.

7.2 EXECUTIVE MANAGEMENT TEAM

The Executive Management Team (EMT) will receive and review input regarding employee health-related needs and desires, plan design, coverage, offerings, etc., from WBT. EMT will review requests based on citywide total compensation goals, strategies, and budget capacity. WBT requests will be reviewed alongside other competing requests for City funds. The Board serves as a source of information for EMT's consideration on health-related issues.

The Board will review requested changes from EMT for legal compliance and provide budget projections.

7.3 BOARD ROLE WITH THE WELLNESS PROGRAM

The Trust Board provides funding and overall direction for the Wellness Program. The purpose of the program is to provide: education, resources and programs to assist employees to better utilize the medical plans provided by the City; testing to early identify health risks; and provide education and programs that can lead to a healthier lifestyle for the employees and their dependants. The anticipated outcomes are to: reduce the mental and financial impact on the employees and their dependents from serious medical conditions, improvement in individual quality of life through life style changes, increase productivity, reduce absenteeism and reduce costs and cost increases for the employees and the employer.

7.4 CITY AND PUBLIC AGENCY PLAN MEMBER EMPLOYEES

The Board has a fiduciary responsibility to maintain a financially sound Trust Fund. The Board provides health and dental plan options and considers requested plan design changes, who are covered individuals, and different health and/or dental options. The Board is responsible for communicating the components of the health and dental plans to employees and educating them about health and dental options. The Board will use established communication processes or will create others as needed. The Board will encourage employees to use established communication processes.

Employees are responsible for communicating their concerns and preferences for all health care related issues through the employee's employer, WBT (for City employees), or through individual Board members.

7.5 ADMINISTRATIVE SUPPORT

The Board provides direction to Human Resources and the applicable divisions of the Department of Finance and Administration (DFA) related to Trust functions. The Board reviews and approves

proposed programs, their costs, and budget, and are responsible for creating the budget related to functions of the Trust.

Human Resources is responsible for providing the following support to the Trust: secretarial support, subject matter expertise, liaison with consultants/contractors, providing financial reports, completing financial transactions, underwriting analysis with benefits consultant (evaluate numbers from the third party administrator), regulatory compliance, administration of benefits, advising employees, liaison with Idaho Department of Insurance.

DFA is responsible for providing the following support to the Trust: assist the Board with creating the Trust budget considering factors such as employee growth and strategic goals and objectives t. The Board controls and administers the Trust budget.

7.6 OUTSIDE CONSULTANTS

The term “Outside Consultants” is broadly defined to include the benefit consultant, third party administrator, actuary, external auditor, etc. Regarding the benefit consultant, they are responsible for:

- a. Plan Benchmarking
- b. Financial Analysis
- c. Renewal Analysis
- d. Assist with vendor relationships, as requested
- e. Contract reviews, as requested
- f. Attend Health Plan Trustee meetings, as requested
- g. Advise on legal compliance to include COBRA, HIPAA, Medicare, etc.
- h. Benefit Plan Consulting

8. AMENDING BY-LAWS

These By-Laws may be amended at any regular meeting of the Board by a majority vote of the voting membership. The Trust Secretary shall report any amendments to the By-Laws to the Mayor and City Council, the governing board of every other public agency member the Plan~~VRT~~, and the Idaho Department of Insurance.

SEPTEMBER 2014 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p data-bbox="297 201 1409 264">UNIFIED PLANNING WORK PROGRAM DEVELOPMENT AND FEDERAL ASSURANCES</p> <p data-bbox="1105 275 1365 300" style="text-align: right;">MEGAN LARSEN</p> <ul data-bbox="318 310 1528 619" style="list-style-type: none"> • Submitted approved FY2015 Unified Planning Work Program and Budget (UPWP) to ITD, FHWA and FTA. • Processed and tracked revenues and expenditures associated with the FY2014 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest. • Tracked announcements from funding resources to identify potential grants for COMPASS and member agencies. • Submitted annual Title VI documentation report to ITD.
605	<p data-bbox="297 632 886 657">MULTI-MODAL PLANNING SUPPORT</p> <p data-bbox="1097 667 1425 693" style="text-align: right;">WALT SATTERFIELD</p> <ul data-bbox="318 703 1528 1434" style="list-style-type: none"> • Participated in weekly GoRide coordination meetings with Valley Regional Transit. • Participated in the teleconference for the Public Transportation Advisory Council on September 4, 2014. • Met with the Federal Transit Administration on September 10, 2014 to discuss MAP 21 programs, local projects, and other transit related items. • Participated in the Boise Downtown Circulator Alternative's Analysis open house on September 10 and 11. • Participated in the Meridian Transit Project Team's meeting on September 12, 2014. • Presented the 2014 update to the Transportation Service Coordination Plan for Ada and Canyon Counties to the Regional Coordination Council on September 16, 2014 for a recommendation to the Valley Regional Transit Executive Board. • Participated in Boise Transit Planning meeting on September 18, 2014. • Presented the 2014 update to the Transportation Service Coordination plan to the Valley Regional Transit Executive Board on September 29, 2014. • Participated in a health care transportation access working group sponsored by Valley Regional Transit on September 23, 2014. • Participated in the Downtown Boise Circulator Alternatives Analysis Steering Committee meeting on September 30, 2014.
620	<p data-bbox="297 1446 1222 1472">GROWTH AND TRANSPORTATION SYSTEM MONITORING</p> <p data-bbox="1214 1482 1433 1507" style="text-align: right;">CARL MILLER</p> <ul data-bbox="318 1518 1474 1753" style="list-style-type: none"> • Presented the <i>Communities in Motion 2040</i> Change in Motion Report to the COMPASS Board on September 15, 2014. • Continued tracking 2014 building permits for the Development Monitoring Report. • Attended monthly Transportation Performance Management (TPM) Meeting hosted by FHWA and ITD. • Prepared and reviewed user instructions for CIM 2040 online dashboard.
647	<p data-bbox="297 1766 1008 1791">REGIONAL GROWTH ISSUES AND OPTIONS</p> <p data-bbox="1214 1801 1433 1827" style="text-align: right;">CARL MILLER</p> <ul data-bbox="318 1837 1503 1934" style="list-style-type: none"> • Continued development of housing report and forecast and began development of online, interactive "Guess the Density" game. • Procured Cube Land software as a microeconomic simulation land use model.

PROGRAM NO.	
653	<p data-bbox="300 163 885 199">COMMUNICATION AND EDUCATION</p> <p data-bbox="1263 199 1429 235" style="text-align: right;">AMY LUFT</p> <ul data-bbox="316 235 1534 871" style="list-style-type: none"> • Prepared the <i>Keeping Up With COMPASS</i> newsletter. • Updated the COMPASS web site. • Posted five Facebook messages. • Tracked and facilitated issues related to COMPASS and transportation in and with news media. Issued three news releases and facilitated two interviews. • Met with staff from Idaho Statesman, Idaho Press Tribune, and Idaho Business Review to update them on COMPASS activities. • Closed nominations for the 2014 Leadership in Motion awards. Began preparations for awards selection. • Continued preparations for a transportation funding outreach campaign, to kick off in October 2014. • Initiated work on a COMPASS integrated communication plan. • Began sponsoring a bike safety television campaign with the Boise Police Department; public service announcements will run for one month from late September to late October. • Updated the COMPASS display to reflect <i>Communities in Motion 2040</i>. • Met with Boise State University and other co-sponsors of an upcoming workshop on bikeway design by Peter Koonce to refine the workshop topic.
661	<p data-bbox="300 871 747 907">COMMUNITIES IN MOTION</p> <p data-bbox="1172 907 1432 942" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="316 942 1534 1190" style="list-style-type: none"> • Presented CIM 2040 to the Meridian Transportation Commission on September 8, 2014, for the recommendation to the Meridian City Council for adoption of the plan. • Reviewed with the Public Participation Committee the scope of work for the next long-range plan update, as recommended by RTAC. • Continued to work on the farm freight study. • Continued to work with editor and graphic artist on final CIM 2040 document.

PROGRAM NO.	
685	<p>REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TONI TISDALE</p> <ul style="list-style-type: none"> • Met with ITD staff regarding questions about the Community Choices program on September 5, 2014. • Met with ACHD staff regarding federal funding training on September 12, 2014. • Met with ITD District 3 leadership to discuss coordination efforts on September 17, 2014. • Met with City of Boise staff to discuss the Boise Greenbelt project on September 19, 2014. • Met with team led by ITD regarding the SH-55 (Eagle Road) and SH-44 intersection project concepts on September 23, 2014. • Met with ACHD staff on September 25, 2014 to discuss preliminary recommendations for the TMA Balancing meeting. • Continued annual outreach meetings with updates about federal transportation programs with Ada and Canyon County agencies. These meetings are coordinated with ITD, Valley Regional Transit, and Local Highway Technical Assistance Council staff. In September, we met with the following agencies: Canyon County; cities of Garden City, Greenleaf, Kuna, Meridian, Middleton, Parma, and Notus; Nampa Highway District #1; Notus-Parma Highway District #2; Golden Gate Highway District #3; Canyon Highway District #4; and Boise State University. • Continued updating the TIP application process and guidebook. • Continued preparing to update data for the draft FY2015-2019 TIP. • Hosted open house for the TIP public comment period on September 3, 2014. • Closed public comment on the draft FY2015-2019 TIP project list on September 9, 2014. • Re-opened public comment on the draft FY2015-2019 TIP project list on September 19, 2014, due to significant changes to the project list proposed by ITD. • Met with FHWA- Idaho Administrator and staff on September 29th to discuss concerns regarding MPO and Idaho Transportation Department coordination/consultation.
692	<p>REGIONAL ASSET and RESOURCE MAINTENANCE REPORT DON MATSON</p> <ul style="list-style-type: none"> • Completed draft annual report for internal review.
693	<p>GRANT RESEARCH AND ASSISTANCE DON MATSON</p> <ul style="list-style-type: none"> • Monitored grant sources for new grant opportunities and shared with member agencies as appropriate.
701	<p>GENERAL MEMBERSHIP SERVICES CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Met with Mayor Leigh from the City of Parma to discuss COMPASS services and upcoming application opportunities on September 10, 2014. • Attended meeting of the Foundation for Ada/Canyon Trails System on September 24, 2014. • Hosted the nation-wide webinar "<i>Post-Disaster Recovery in a Changing Climate</i>" from the American Planning Association on September 24, 2014. • Conducted development reviews for Jump Creek and Hills Century Farm. • Initiated senior center survey outreach and data collection as part of the Title VI survey. • Completed additional analysis on Beacon Light Road for the City of Eagle.

PROGRAM NO.	
702	<p>AIR QUALITY OUTREACH</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Continued to broadcast seven air quality public service announcements (PSAs) on local television stations. • Provided a status report to the Air Quality Board and Department of Environmental Quality.
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Provided information to the public on demographics, development, funding, and traffic issues.
705	<p>TRANSPORTATION LIAISON SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Participated in the Caldwell Chamber of Commerce Transportation and Government Affairs Committees and the Meridian Transportation Commission in September 2014. • Attended the 2014 Ada County Affordable Housing Summit on September 3, 2014. • Attended the Treasure Valley Canopy Network Meeting on September 8, 2014. • Met with Boise City Councilmember Clegg on September 17, 2014, to review and discuss various issues associated with COMPASS. • Met with Dave Wallace of ACHD on September 18, 2014 to review various issues and coordinate efforts. • Attended an Activate Treasure Valley Coalition meeting on September 17, 2014. • Attended the Boise Chamber of Commerce Transportation Committee meeting on September 18, 2014. • Attended the Southwest Idaho Chamber Alliance Legislative Summit on September 26, 2014.
710	<p>COMPLETE STREETS</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Continued development of Automobile Level of Service data and mapping. • Began review of Health Impact Assessment policies and regulations.
720	<p>STATE STREET TRANSIT CORRIDOR IMPLEMENTATION</p> <p style="text-align: right;">DON MATSON</p> <ul style="list-style-type: none"> • No significant activity during September.
760	<p>LEGISLATIVE SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Continued reviewing Moving Ahead for Progress in the 21st Century Act (MAP-21) and proposed rule-making to determine implications to COMPASS and its membership. • Attended National Association of Regional Councils' Executive Director Conference from September 21st through 24th and Board of Directors meeting on September 25th and 26th.
761	<p>BLUEPRINT FOR GOOD GROWTH</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • No significant activity.

PROGRAM NO.	
801	<p>STAFF DEVELOPMENT</p> <p style="text-align: right;">MEGAN LARSEN</p> <ul style="list-style-type: none"> • Applied and accepted as a participant in Leadership Meridian, from September 11, 2014 through May 11, 2016. • Attended the National Association of Regional Council's Executive Directors' conference from September 21 to September 24, 2014. • Attended ULI Infrastructure 2014: Shaping the Competitive City on September 10, 2014. • Attended Free and Open Source for Geospatial Software Conference from September 10 to September 13, 2014. • Attended Ethics, Equity and Social Justice: Roles and Implications of Planners on September 19, 2014.
820	<p>COMMITTEE SUPPORT</p> <p style="text-align: right;">MEGAN LARSEN</p> <ul style="list-style-type: none"> • Presented governance structure modification proposal to the Board of Directors on September 15, 2014 and received approval to proceed to the next step. • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p>REGIONAL TRAVEL DEMAND MODEL</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Calibration and validation are underway for the regional model update. • Updated traffic count database. • Completed one area of influence model run.
842	<p>CONGESTION MANAGEMENT SYSTEM</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Completed draft comprehensive regional communications infrastructure inventory map that was reviewed by the Regional Communications Work Group on September 18, 2014. • Completed draft annual congestion management report.
860	<p>GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE</p> <p style="text-align: right;">ERIC ADOLFSON</p> <ul style="list-style-type: none"> • Maintained and created regional geographic data layers. • Created map documents for member agencies and the public. • Provided technical support for a variety of COMPASS processes. • Created tools and methodologies to support COMPASS UPWP projects.
862	<p>REGIONAL DATA CENTER IMPLEMENTATION</p> <p style="text-align: right;">ERIC ADOLFSON</p> <ul style="list-style-type: none"> • Deployed Regional Data Center software on Amazon Cloud infrastructure. Security, permission rule structure, and basic administration of the Regional Data Center system were set up.
991	<p>SUPPORT SERVICES LABOR</p> <p style="text-align: right;">MEGAN LARSEN</p> <ul style="list-style-type: none"> • Provided general accounting, human resources and administrative support to the agency.

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COMPASS BOARD AGENDA ITEM VIII-B

Date: October 20, 2014

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

The information below provides an update on Treasure Valley air quality.

September Air Quality Monitoring:

The Idaho Department of Environmental Quality reported nine days in the Treasure Valley with air quality levels in the moderate category during the month of September 2014.

- One moderate day was attributable to ozone (O₃) recorded in Ada County
- One moderate day was attributable to coarse particulate (PM₁₀) recorded in Ada and Canyon County
- Three moderate days were attributable to fine particulate (PM_{2.5}) recorded in Canyon County
- One moderate day was attributable to fine particulate (PM_{2.5}) recorded in Ada and Canyon County and ozone (O₃) recorded in Ada County
- One moderate day was attributable to fine particulate (PM_{2.5}) recorded in Canyon County and ozone (O₃) recorded in Ada County
- One moderate day was attributable to fine particulate (PM_{2.5}) recorded in Ada and Canyon County
- One moderate day was attributable to coarse particulate (PM₁₀) and fine particulate (PM_{2.5}) recorded in Ada and Canyon County.

YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate, and unhealthy to hazardous days recorded since January 1, 2005.

	Good	Moderate	Unhealthy to Hazardous	Total
2005	298	65	2	365
2006	273	91	1	365
2007	227	125	12	364
2008	266	99	1	366
2009	277	83	5	365
2010	321	44	0	365
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	203	67	3	273

Notes: 2008 was a Leap Year hence the extra day. In 2007, one day of data is missing for the month of May.

Air Quality Categories:

- Moderate: pollution in this range may pose a moderate health concern for a very small number of individuals.
- Unhealthy for Sensitive Groups: individuals with lung disease, children and older adults are considered sensitive and may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: everyone may begin to experience health effects.
- Hazardous: the entire population is more likely to experience serious health effects.

Request/Recommendation:

Information only.

Implication (policy and/or financial):

None.

More Information:

- 1) For more information contact: MaryAnn Waldinger, Principal Planner, at 475-2242 or mwaldinger@compassidaho.org
- 2) For detailed information contact Idaho Department of Environmental Quality: Michael Toole, Regional Airshed Coordinator, at 373-0550 or Michael.Toole@deq.idaho.gov

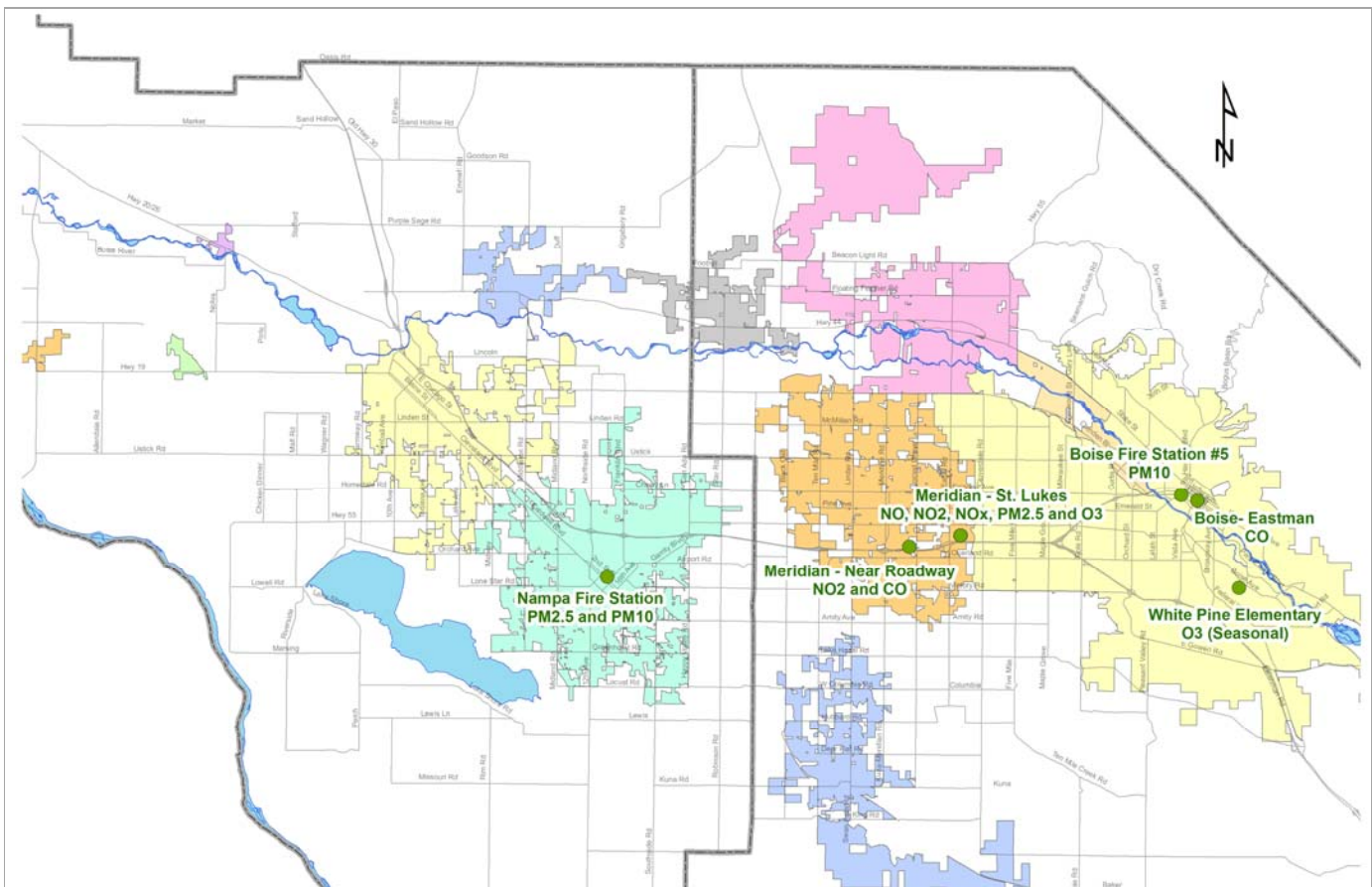


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

Carbon Monoxide (CO)

A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO

contamination.

Oxides of nitrogen (NOx)

Oxides of nitrogen; a precursor (building block) of ozone.
NOx is a generic term for mono-nitrogen oxides NO and NO₂ (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures

Ozone (O₃)

A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and [NOx](#) combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.

PM_{2.5}

Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.

PM₁₀

Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

COMPASS BOARD AGENDA ITEM VIII-C

Date: October 20, 2014

Topic: Status Report – Current Transportation Project Information

Background/Summary:

The information in Attachment 1 provides a monthly update on transportation trends, issues, and current project status. The transit report showing running totals of transit ridership is not provided this month because Valley Regional Transit is having difficulty with ridership reports. This report will continue in the future with updated numbers.

Request/Recommendation:

For information only.

Implication (policy and/or financial):

There are no policy or financial implications.

More Information:

- 1) Attachment 1 – Status Report – Current Transportation Project Information
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or ttisdale@compassidaho.org.

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Status Report – Current Transportation Project Information

Following is the most recent monthly reported statistics compared to the same month a year ago:

STATUS OF PUBLIC TRANSPORTATION PROJECTS

Boise Air Terminal	Aug 2014	Aug 2013	% Change
Monthly Air Passengers (Inbound and Outbound)	254,598	240,249	5.97%
Monthly Air Freight (Inbound and Outbound) (tons)	3,863	3,974	-2.80%
Public Transportation Monthly Ridership	Aug 2014	Aug 2013	% Change
ACHD VanPool (Active Routes)	99	102	-2.94%
ACHD VanPool (Trips)	19,517	23,272	-16.14%
*Valley Regional Transit Boise Urbanized Area Services	N/A	N/A	N/A
*Valley Regional Transit Nampa Urbanized Area Services	N/A	N/A	N/A
Total	N/A	N/A	N/A
Other Public Transportation Reporting Average Hourly Ridership	Aug 2014	Aug 2013	% Change
*Valley Regional Transit Boise Urbanized Area Services	N/A	N/A	N/A
*Valley Regional Transit Nampa Urbanized Area Services	N/A	N/A	N/A

*Valley Regional Transit ridership information is not available at this time due to technical issues with data collection.

STATUS OF MAJOR PROJECTS

Information as of early October 2014.

Project	Sponsor	Comments*
21 st Avenue, Chicago Avenue to Cleveland Boulevard, Caldwell (KN 13052)	Caldwell	This project will widen 21 st Avenue from Chicago Avenue to Cleveland Boulevard from a two-lane to five-lane arterial. Work will include sidewalks, traffic signals, and railroad crossings. The concept plan is approved, and the project is now in the final design phase. Construction is expected in FY2016.
Ada County SR2S, VRT – FY2014 (13821) AND City of Caldwell SR2S – FY2014 (14340)	VRT/YMCA	These projects will fund a Safe Routes to Schools director and coordinator to work with elementary and middle schools in the Boise, Meridian, and Caldwell School Districts, as well as children who participate in the YMCA Child Development programs. The program is promoting and participating in the “National Walk to School Day” at several area schools on Oct. 8, 2014. The YMCA be educating over 8,000 kindergarten through 8 th grade students in bicycle and pedestrian safety this school year, promoting and participating in “Polar Bear Walks” during the winter months, and partnering with Boise Police Department and Boise Bicycle Project in their annual Christmas Kids Bike giveaway program, educating over 300 “at risk” students (YMCA considers these students “of promise.”)
ADA Ramp Improvements, Nampa (KN 13499)	Nampa	This project will install ADA pedestrian ramps at several locations near the Library Block in downtown Nampa. Construction is scheduled for FY2014.

Project	Sponsor	Comments*
Alternatives Analysis for Downtown Boise Circulator System, Phase 1 (KN 13343)	Boise	This Discretionary FTA 5309 project will conduct the first phases of an alternatives analysis study for a downtown Boise circulator system. Public workshops were held on September 10 and 11, 2014, to generate public input on the purpose, needs and goal statements, and identify preferred alignments to advance in the study. This information was presented to the steering committee on September 30, 2014. The steering committee provided direction on which alignments to advance in the study. The next phase of the analysis will evaluate how different modes will perform on each of the alignments and will include analysis of ridership, costs, traffic impacts, environmental impacts, and other considerations. It is anticipated the next phase of the analysis will be ready for the steering committee review early in 2015 followed by a draft of the locally preferred alternative available for public review and comment. Information regarding the alignments to be advance may be found at http://publicworks.cityofboise.org/circulator .
Amity Avenue, Nampa (KN 10541)	Nampa	This project is a Congressional earmark to widen Amity Avenue in the City of Nampa. The construction bid is expected to be released in June 2014.
Bergeson Street Crosswalk, SR2S, ACHD (KN 13040)	<u>ACHD</u>	This Safe Routes to School project will install a rectangular rapid flashing beacon on Bergeson Street at the entrance to Liberty Elementary School in Boise. Design is complete, and the project has been bid. Construction is scheduled for summer 2014.
Bogus Basin Road Improvements, ACHD (KN 14361)	ACHD	This Federal Lands Access Program project will make improvements to Bogus Basin Road. Design is 62% complete, with an estimated completion date of March 2015. This project is scheduled for construction in FY2015.
Boise Bike Share Program, Phase I, VRT	VRT	This project will implement a bike share program in downtown Boise by spring 2015. The system will initially include 15 stations, 5 kiosks, and 114 bikes. VRT and Social Bicycles have signed a contract for delivery of the bikes, racks, kiosks, and supporting software, website, and mobile phone application for a projected launch in March 2015. The program is in the final stage of contract negotiations with a Title Sponsor, and proposals have been made to a number of potential station sponsors. The program's conditional use permit with the City of Boise will go before the Planning & Zoning Commission on Oct 13, 2014.
Bowmont Road, Lynwood to SH-45, Nampa (KN 12898)	Nampa Highway District	Realign Bowmont Road from Lynwood to SH-45. The Local Highway Technical Assistance Council intends to advance this project from FY2016 to FY2015 in the program update. The plans, specifications, and engineer's estimate packages was submitted in June 2014. The project will be bid in October 2014. Construction will begin in winter 2014/2015.
Capital Maintenance, ACHD – FY2015 (KN 12363)	ACHD	<p>This project will supplement the local maintenance program. Proposed road segments include:</p> <ul style="list-style-type: none"> • Bogus Basin Road, Curling Drive to Mile Marker 3 • Fairview Avenue, Cloverdale Road to Five Mile Road • Five Mile Road, Ustick Road to McMillan Road • 13th Street, River Street to Front Street • 13th Street, Shoreline Drive to River Street • River Street, N. 12th Street to N. 9th Street • River Street, Americana Boulevard to N. 12th Street • Fairview Avenue, Eagle Road to Cloverdale Road • Fairview Avenue, Locust Grove Road to Eagle Road • Fairview Avenue, N. Bluff Street to Chinden Boulevard Bridge • Main Street, Chinden Boulevard Bridge to North Garden Street • Fairview Connector, N. Orchard Street to Fairview eastbound I-184 off-ramp • Fairview Connector, Fairview eastbound I-184 off-ramp to Chinden Boulevard Bridge • Westbound I-184 ramp, Chinden Boulevard to Main Street • Catalpa Drive, Collister Drive to N. 35th Street • Curling Drive, Bogus Basin Road to Braemere Road. <p>Design started on March 20, 2014, and is approximately 73% complete. Construction is estimated to begin in June 2015.</p>

Project	Sponsor	Comments*
Capital Maintenance, ACHD – FY2016 (KN 13907)	ACHD	This project will supplement the local maintenance program. Design started on June 17, 2014, and is approximately 7% complete. Construction is estimated to begin in April 2017.
Capital Maintenance, VRT, Boise – FY2014 (13480)	VRT	This is an STP-TMA project for a transit bus or replacement transit facility in FY2014. VRT placed an order for vehicles, which will be delivered in early 2016.
Centennial Way Roundabout, Caldwell (KN 13484)	Caldwell	This project will orchestrate an angled intersection of SH-19/Simplot Boulevard, I-84 Business (in two separate legs of a couplet Cleveland Boulevard and Blaine Street) and Simplot Boulevard (a six-leg intersection) into a potential roundabout. The project is scheduled for design in FY2014 and construction in PD.
City of Nampa, SR2S (KN 13043)	Nampa	This Safe Routes to School project will construct a multi-use trail between East Iowa Avenue and East Sherman Avenue to accommodate students attending Sherman Elementary School. Project is awaiting right-of-way acquisition. Construction is scheduled for FY2015.
City of Nampa SR2S – FY2014 and FY2015 (14339)	Nampa	This will fund a Safe Routes to Schools coordinator to work with elementary and middle schools throughout the City of Nampa. This program implements educational and encouragement activities at schools and community-wide events. These funds will cover two years of funding a part-time position and related materials. Funds are available in FY2014 and FY2015.
Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa (KN 13486)	Nampa	This project will install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa. The concept report is complete and approved by ITD. Design is currently underway. Construction is scheduled in Preliminary Development.
Deer Flat Regional Bicycle/Pedestrian Plan, Canyon County (KN 13463)	Canyon Highway District/ Nampa Highway District	This Federal Land Access Program project will develop a bicycle/pedestrian plan in the Deer Flat Refuge near Lake Lowell in Canyon County. The kick-off meeting was conducted on July 23, 2014, with the management team and consultants. The study is expected to be complete in July 2015.
Dry Creek Trail, Phase 1, Eagle	Eagle	Project provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle. It will connect the Dry Creek Pathway and the northeast side of the City of Eagle with the Eagle Island Pathway system. Design is scheduled in FY2014. The State/Local Agreement was executed on May 6, 2014. The consultant agreement is expected to be complete soon. Construction is scheduled in FY2016, although construction could advance to FY2015 in the TIP update.
Federal Aid Arterials and Collectors – FY2014 (KN 12050)	<u>ACHD</u>	This project will supplement the local overlay program. Design is nearly complete. Proposed road segments include: <ul style="list-style-type: none"> • Fairview Avenue, Main Street to Locust Grove Road • Franklin Road, Linder Road to N. Main Street • Bogus Basin Road, Hill Road to Curling Drive • Castle Drive, Pierce Park Lane to Castle Hills Way • Castle Drive, Castle Hills Way to Hill Road • Hill Road, Gary Lane to Pierce Park Lane • Hill Road, Pierce Park Lane to Holly Hill Drive • Hill Road, Holly Hill Drive to Collister Road • Hill Road, Collister Road to N. 36th Street • Hill Road Parkway, Seaman Gulch Road to Gary Lane • State Street, Veterans Memorial Parkway to N. Clover Drive The plans, specifications, and engineer's estimate package was submitted to ITD District 3. The bid is expected to be released in fall 2014.
Five Mile Road, Franklin Road to Fairview Avenue (KN 11582)	<u>ACHD</u>	This project will widen Five Mile Road between Franklin Road and Fairview Avenue to five lanes with shoulder, sidewalk, and railroad crossing improvements. Construction is underway with an estimated completion date in late 2014.

Project	Sponsor	Comments*
Franklin Road, Black Cat Road to Ten Mile Road (KN 12368)	ACHD	This project will widen Franklin Road from two lanes to five lanes from Black Cat Road to Ten Mile Road. Work includes curb, gutter, sidewalks, bicycle facilities, bio-infiltration swales, and reconstructing the intersection at Franklin Road and Black Cat Road. Design is 90% complete, and estimated to be complete in October 2014 with delivery of final plans, specifications, and engineer's estimate by October 2014.
Garden City West Bridge Pathway Crossing – FY2012 (KN 13512)	Garden City	This multi-jurisdictional project will help fund construction of a 12-foot wide, 180-foot long bicycle-pedestrian bridge across the Boise River between Glenwood Street, Eagle Road, State Street, and Chinden Boulevard, connecting over 30 miles of non-motorized pathways. The bid came in under the estimated cost.
Greenbelt Extension, Orchard Street, Kuna (14342)	ACHD/ Kuna	This project will provide pedestrian and bicycle facilities on the west side of Orchard Street from Avalon south to the Kuna Greenbelt. Work will include curb, gutter, and sidewalk on the north half up to the end of pavement. The southern portion will include a paved six-foot asphalt pathway. Design started in August 2014, and is 35% complete. Construction is scheduled for July 2015.
Greenbelt, Garden City to Americana Boulevard (KN 13514)	Boise	This project will construct a 12-foot wide paved pathway to fill a 4,100 linear-foot gap in the Greenbelt system on the south side of the river between Main Street and Americana Boulevard with connection to Ann Morrison Park. The Cultural Report is approved. The city is awaiting approval on the Wetland Delineation and Environmental Evaluation, and reviewing design engineering proposed scope of work by a consultant. Construction is scheduled in FY2015.
Homedale Road Intersection Improvements, Caldwell (13488)	Caldwell	This project will provide intersection safety improvements on Homedale Road at the following locations: Montana Road, Lake Road, Florida Avenue, and Midway Road. Construction is scheduled for FY2014.
High Accident Warning Signs, Canyon Highway District (KN 13956)	Canyon Highway District	Install horizontal curve signage in multiple locations throughout Canyon Highway District to increase safety related to lane departures. The project is currently in final design review. The plans, specifications, and engineer's estimates package is expected to be complete in November 2014, with construction tentatively scheduled for spring 2015.
I-84, Broadway Avenue to Gowen Road Mainline Widening (KN 13812) AND I-84, Gowen Interchange Reconstruction, Boise (KN 09822)	ITD	This GARVEE project will add a third lane to I-84 between the ramps of Broadway Avenue and Gowen Road Interchanges. The companion project is also a GARVEE project and will replace the existing interchange at Exit 57 in Boise with a new traditional interchange. In July 2014, traffic shifted to a two-way, two-lane configuration, which will remain in place until late September 2014. With traffic shifted, the existing eastbound Gowen overpass was demolished. The contractor initiated construction of the new structure. Construction began on March 4, 2014, and is scheduled for completion on October 1, 2015.
I-84, Broadway Avenue Interchange Reconstruction, Boise (KN 09821) AND I-84, Gowen Railroad Bridge Eastbound Lane (KN 12029) AND Westbound Lane (12379), Boise	ITD	This project is a GARVEE project to replace the existing interchange at Exit 54 in Boise with a new Single Point Urban Interchange (SPUI). The companion projects will replace the existing railroad bridges in east Boise near the Broadway Interchange. In July 2014, Broadway traffic shifted east to the partially completed new interchange structure, and the existing Broadway overpass was demolished. Crews removed the interior foundations and spans of the Hillcrest Rail structure immediately east of Broadway. This work allows the contractor access to the median to build the new structures. Construction began February 25, 2014, and is scheduled to be complete by December 1, 2015.

Project	Sponsor	Comments*
I-84, Garrity Interchange Eastbound On-Ramp, Nampa (KN 13934)	ITD	This project will add a lane to the eastbound on-ramp (right-on from northbound Garrity Boulevard) to the eastbound on-ramp. It may also include adding another lane (left-on from southbound Garrity Boulevard) to the eastbound on-ramp, as well as possible dual left turn lanes onto the westbound on-ramp, dependent on a cost/benefit analysis. The field survey work is complete. An agreement is complete for the Intersection Modification Report changes and recommendations. The phase reports were waived due to recent project reports at Garrity Boulevard. The final plans, specifications, and engineer's estimate are expected in October 2014.
I-84 and I-184, Various Ramp Improvements (KN 13936)	ITD	This is a pavement resurfacing and restoration project on various I-84 and I-184 (the Connector) on/off-ramps. Design work is in progress. The final plans, specifications, and engineer's estimate are expected in mid-August 2014.
I-84, Meridian Interchange Reconstruction, Meridian (KN 10939) AND I-84, Meridian Interchange to Five Mile Road (KN 13057)	ITD	This GARVEE project will replace the existing interchange at Exit 44 in Meridian with a new Single Point Urban Interchange (SPUI). The project will also add the fourth lane to I-84 in this area. The companion project will reconstruct the pavement on the outside travel lanes and shoulder in both directions on I-84 between the Meridian Interchange and the Flying Wye. The contractor is building the west half of the new bridge. Crews are currently replacing the storm-drain system in the I-84 median between Meridian and Five Mile Roads and started new concrete pavement in August 2014. The interchange girders were set in early August and the deck work has begun. Construction is phased, with the west side constructed first. Construction is anticipated to be complete by October 2015.
I-84, UPRR East Lateral Canal Bridge, Nampa (KN 12866) AND I-84, Northside Boulevard Underpass, Nampa (KN 12867)	ITD	These are bridge rehabilitation and deck replacement projects in Nampa that were companioned under one contract. Reconstruction of the eastbound Northside bridge deck is complete, and the contract completed placing panels on the westbound railroad bridge deck. The project is currently ahead of schedule. Construction began June 2, 2014, and is expected to be complete in early October 2014.
Intersection Improvements, Canyon Highway District (KN 13489)	Canyon Highway District	Safety improvements at intersections in Canyon Highway District. Intersections include: Lake Avenue and Orchard Avenue, Middleton Road and Linden Road, Homedale Road and 10th Avenue, Midway Avenue and Lonestar Road, Homedale Road and Indiana Avenue. The concept and environmental reports are approved and the project is in final design. The final plans, specifications, and engineer's estimate package was submitted to the Local Highway Technical Assistance Council on May 22, 2014. Construction is expected to begin in summer 2014. The State/Local Agreement for construction is approved by the Canyon Highway District. The project is scheduled for award in October 2014.
Intersection Middleton Road and Flamingo Avenue, Nampa (KN 13502)	Nampa	This project will add a traffic signal at the intersection of Middleton Road and Flamingo Avenue in Nampa. Final design review is underway. Construction is scheduled for FY2015.
Natures Wood Duck Island Trail Restoration, Ada County	Ada County	This project will make permanent repairs to a portion of the Boise River Greenbelt within the Bethine Church River Trail area. Environmental documents are approved. The final plans, specifications, and engineer's estimate documents are submitted and the state/local agreement is signed. Bid opening is scheduled for October 28, 2014. Construction is expected in FY2014.
Middleton Road and Ustick Roundabout, Caldwell (KN 13487)	Caldwell	This project will improve a four-way stop at the Middleton Road and Ustick Road intersection by building a roundabout to help traffic flow and reduce congestion. The project is scheduled for design in FY2014 and construction in PD.
Pedestrian Signal, South Midland Boulevard, Nampa (14344)	Nampa	This project will place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed to improve safety concerns at the intersection. Design is scheduled in FY2014/2015 with construction in FY2015.

Project	Sponsor	Comments*
Riverside Road and Lake Shore Drive, Rehabilitation, Canyon County (KN 14362)	Canyon Highway District	This Federal Land Access Program project will rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. The match agreement with FHWA is in place. Construction is scheduled in FY2015. The project is being managed by the Western Federal Lands Division of the Federal Highway Administration.
SH-19, Corridor Plan	ITD	This is a Corridor Management Plan covering 16.1 miles of SH-19 in Canyon and Owyhee Counties. The Environmental Scan was delivered in April 2013. The draft Corridor Management Plan is expected to be delivered in summer 2015.
SH-19, Simplot to Blaine Street, Caldwell (KN 13937)	ITD	This project will mill the existing surface and place an asphalt overlay from Simplot to Blaine Street (approximately 2.5 miles). Design work is underway. ITD expects to deliver the project in late summer or fall 2014.
SH-21, (Luck Peak) High Bridge to Robie Creek (KN 12354)	ITD	This is a 4.7-mile pavement rehabilitation project (partly in Ada County, but mostly in Boise County). Construction started July 7, 2014, and is expected to be complete by mid-September 2014.
SH-44 Corridor Preservation (KN 07827)	ITD	This project is a feasibility, access management, construction phasing, and National Environmental Policy Act (NEPA) study only. The current preferred alternative is the existing SH-44 alignment, with the exception of the Middleton area, which is bypassed based on the city's approved comprehensive plan. The project was reduced in scope from an Environmental Impact Statement to an Environmental Assessment. ITD received additional comments from the State Historic Preservation Office regarding the Cultural Report, and is working to address those comments. The traffic report is updated with revised traffic counts. Based on the revised traffic report, staff is in the process of updating the EA to reflect the new changes. The Finding of No Significant Impact is anticipated in late 2014.
SH-45 Corridor Plan	ITD	The Idaho 45 corridor plan will develop a ten-year plan to identify current and future highway needs on SH-45 on an 18-mile section of SH-45 beginning at SH-78 in Owyhee County and extending to the City of Nampa and the I-84 Business Loop. The Environmental Scan was delivered in April 2013. ITD staff is currently reviewing right-of-way records. The draft Corridor Management Plan is expected to be delivered in summer 2015.
SH-45, Deer Flat to I-84B, Nampa (KN 13030)	ITD	This is a 5.5-mile pavement rehabilitation project through the City of Nampa. Traffic control plans are being developed, and the project is obtaining environmental clearance. The plans, specifications, and engineer's estimate was delivered, and the project is scheduled for construction in FY2015.
SH-55 (Eagle Road) and McMillan Road Intersection (KN 13058)	ACHD/ITD	This is a joint intersection improvement project between ACHD and ITD at Eagle Road and McMillan Road. The project will be sponsored, administered, designed, and bid by ACHD. ITD's participation is review and funding. Design is 95% complete, ACHD has possession of all right-of-way. The plans, specifications, and engineer's estimate package is complete, and the bid is expected to be released in mid-October 2014. Construction is anticipated to begin in January 2015.
SH-55 (Eagle Road), I-84 to Franklin Road Southbound, Meridian (KN 13473)	ITD	This project will widen SH-55 (Eagle Road) to add a third southbound lane from Franklin Road to I-84 and a dedicated right-turn lane to westbound I-84 on-ramp. Improvements include drainage facilities and a continuous sidewalk from I-84 to Franklin Road. Construction began June 11, 2014, and is expected to be complete by mid-September 2014.
SH-55, Intersection of Karcher Road and Indiana Avenue (KN 13475)	ITD	This is an intersection improvement project near the City of Nampa to rebuild the roadway. The project includes minor widening and adds traffic signals. The draft phase reports are complete and awaiting approval at ITD. A consultant is conducting noise analysis and cultural clearances. The final plans, specifications, and engineer's estimate are expected in fall 2015.
SH-55, Intersection of Karcher Road and Lake Road (KN 12383)	ITD	This is an intersection improvement project near the City of Nampa to rebuild and widen the roadway and add traffic signals. Additional right-of-way acquisition is required. The concept report is approved, and intermediate design has begun. A consultant will conduct the noise analysis. The final plans, specifications, and engineer's estimate are expected in fall 2015.

Project	Sponsor	Comments*
SH-55, Intersection of Karcher Road and Middleton Road, Nampa (KN 12046)	ITD/ Nampa	This project will reconstruct the existing Karcher Road and Middleton Road intersection from just west of the Elijah Drain culvert to the vicinity of Sundance Street, including additional lanes, new traffic signals, improved drainage and on-street lighting. Right-of-way acquisition is complete. The final plans, specifications, and engineer's estimate were submitted to ITD District 3.
SH-55, Intersection of Karcher and Midway Road (KN 13025)	ITD	This is an intersection improvement near the City of Nampa to rebuild and widen the roadway and add traffic signals. Additional right-of-way acquisition is required. The concept report is drafted, but awaiting internal deliverables for approval. Intermediate design has begun. A consultant will conduct the noise analysis. The final plans, specifications, and engineer's estimate are expected in fall 2015.
SH-55, Intersection of Karcher Road and Nampa-Caldwell Boulevard (KN 13033)	ITD	This is an intersection improvement project to time signals, add signage, and reconfigure striping and lanes to minimize crashes at this location. A consultant will complete the design work, and ITD is working on the environmental process. The final plans, specifications, and engineer's estimate are expected by October 2014.
SH-55, I-84 (Eagle Interchange) to Banks-Lowman Road Access Management Plan (Central Segment)	ITD	This is a Corridor Management Plan covering 33.7 miles of SH-55 in Ada and Boise Counties. The Traffic Impact Study of the proposed Northwest Foothills development was updated. The Environmental Scan is in final review. The Corridor Management Plan was released for public comment on April 30, 2014. Comments are currently under review. The first deliverable of the University of Idaho study of the "SH-55/Banks-Lowman Highway" intersection is due June 30, 2014, and will be reviewed for inclusion in the corridor plan. The plan is expected to be complete in summer 2014.
SH-69 Corridor Plan	ITD	The SH-69 corridor plan will develop a 10-year plan to identify current and future highway needs on SH-69 beginning at the City of Kuna and extending to the City of Meridian, and the interchange with I-84. The Environmental Scan was completed on May 9, 2014. Completion of the plan is expected in summer 2015.
Sidewalk, North Middleton Road, Middleton (KN 14343)	Middleton	This project will install sidewalks along North Middleton Road on the west side; from Triumph Drive south 225-feet to connect to sidewalks existing along Mountain View Subdivision across the street from Mill Creek Elementary School. The city is waiting for ITD authorization to proceed. Construction is scheduled in FY2015.
Signal Timing Improvements, ACHD (KN 13491)	ACHD	This project will make signal timing improvements for traffic safety at: Franklin Road, Touchmark Road to Allenbaugh Road; Overland Road, Cloverdale Road to Overland Park; Boise Towne Square Mall area. Design is 87% complete with implementation expected by March 2014.
Signal Timing Plan Update, ACHD (KN 13955)	<u>ACHD</u>	Update signal timing on six corridor sections to improve mobility and increase safety. Signal timing improvements will occur on sections of Park Center Boulevard, Orchard Road, Curtis Road, Federal Way, State Street, and Ustick Road. The project is a design-only project, and is scheduled for FY2015.
South Cemetery Road, SH-44 to Willow Creek, Middleton	Middleton	Project funds environmental study and preliminary and final designs for a new 0.284-mile roadway segment linking SH-44 and Middleton Road by way of Sawtooth Lake Drive in Middleton. Preliminary Design is complete and submitted for state and federal approval. The City is reviewing the Bureau of Reclamation's Consent to Use Agreement for the City's right to cross, operate, and maintain a bridge crossing over Willow Creek. Construction is expected in FY2018.
State Street and Collister Drive Intersection, ACHD (KN 13481)	ACHD	This project will make geometric and operational improvements to the intersection at State Street and Collister Drive. Design started in March 2014, and is approximately 33% complete with expectations to complete design by October 2015. Construction is scheduled to begin in December 2016.
Swan Falls Road Shoulder Widening, Kuna – FY2012 (KN 13518)	ACHD	This project will construct 3 miles of 5-foot shoulders along Swan Falls Road from Poen Road to Initial Point to provide safe walking, bicycling and vehicle pull-offs with funds through the National Scenic Byways Program. This project was advertised for bid, with opening scheduled for October 7, 2014. Construction is scheduled to begin in March 2015.

Project	Sponsor	Comments*
Three Cities Intelligent Transportation System (KN 08821)	ACHD	ACHD in cooperation with FHWA, is designing operational improvements, such as closed circuit television cameras, speed detectors, and adaptive signal technology to SH-55 (Eagle Road), SH-44 (State Street), Glenwood Street, and US 20/26 (Chinden Boulevard). Construction began in June 2014 and is 72% complete. The project is expected to be complete by October 21, 2014.
Transit – Associated Capital Improvements, Nampa – FY2013 (KN 12760)	Nampa	This project includes bicycle and pedestrian improvements at three locations near transit routes in Nampa. Design is underway, and construction is scheduled for FY2014 through FY2015.
Transit – Bicycle and Pedestrian Infrastructure, Nampa – FY2014 (KN 13711)	Nampa	This project will provide bicycle and pedestrian infrastructure to enlarge access and connectivity by connecting multiple neighborhoods in southeast and north Nampa to the downtown area and to one of the three transit transfer stations in Nampa. Design is underway, and construction is scheduled in FY2015.
US 20/26 Corridor Preservation (KN 07826)	ITD	This project is a feasibility, access management, construction phasing, and National Environmental Policy Act (NEPA) study only. The Access Management Plan was adopted by the COMPASS Board in December 2008. ITD will meet with the Federal Highway Administration and the City of Caldwell to discuss revisions to the corridor plan. The revisions include removing the frontage road/slip ramps, shifting the alignment to avoid environmental sensitive areas, and intersection improvements. A finding of no significant impact is anticipated in late 2014.
US 20/26 Broadway Bridge, Boise (KN 11588)	ITD	A new bridge will be constructed to replace the existing structure on US 20/26 over the Boise River in downtown Boise, including reconstruction/widening of Broadway Avenue between Myrtle Street and University Avenue and rehabilitation of the existing pavement between Front Street and Myrtle Street. Environmental efforts are underway. The traffic analysis, including impacts during construction, is complete. The roadway, greenbelt, and drainage plans are being developed. The project is scheduled to deliver the plans, specifications, and engineering estimates by October 1, 2015, with construction beginning in late 2015, and continuing through late 2016.
US 20/26, Oregon State Line to I-84, Corridor Study	ITD	This is a Corridor Management Plan covering 22.1 miles of US 20/26 in Canyon County. The Environmental Scan was completed in January 2013. Intersection turn movement data was collected in May 2014. The draft Corridor Management Plan is expected to be delivered for internal review by the end of fall 2014.
US-95 Access Management Plan (South Segment)	ITD	This is a Corridor Management Plan covering 50.8 miles of US-95 in Owyhee and Canyon Counties (south). The Environmental Scan was completed on June 9, 2014. The draft Corridor Management Plan is expected to be ready for internal review by the end of winter 2014.
US-95, Junction US 20/26 Union Pacific Railroad Overpass (KN 12886)	ITD	This is a bridge replacement project. Roadway and bridge design is underway. Railroad coordination is progressing. This project was delayed until FY2016 to accommodate projects of more critical need.
Ustick Road, Locust Grove to Leslie Way, Meridian (KN RD205-05)	ACHD	This project will widen the roadway from two lanes to five lanes with curb, gutter, sidewalks and bike lanes, per the 2009 CIP update and North Meridian Plan. The Locust Grove intersection must be constructed before or concurrently with this project. Construction is underway with scheduled completion in summer 2014.

*Project updates were not received from the cities of Caldwell, Nampa, and Middleton and ITD, partial updates from ACHD and City of Boise.

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DEMOGRAPHIC ADVISORY COMMITTEE

ITEM VIII-D

Attendance List of Members

Member Agency/Name	Jan '14 No Mtg	Feb '14	Mar '14 No Mtg	Apr '14	May '14 No Mtg	June '14 No Mtg	July '14	Aug '14 No Mtg	Sept '14 No Mtg	Oct '14	Nov '14	Dec '14	TOTAL
ACCHD/K. Knapp													
ACHD/ C. Little		1		1									
Ada County/B.Danielson		1		1			1						
BSU/M. Fragkias													
CCDC/Vacant													
Canyon Co. Dev. Services /J. Almeida/D. Root/P. Nilsson		1		1			1						
City of Boise/ B. Eggleston		1		1			1						
City of Caldwell/B. Billingsley		1					1						
City of Eagle/ N. Baird Spencer		1		1			1						
City of Garden City/J. Thornborrow													
City of Kuna/W. Howell		1		1									
City of Meridian/ B. McClure		1		1			1						
City of Middleton/ D. Taylor													
City of Nampa/ N. Holm		1					1						
City of Star/ N. Mitchell													
IDEQ/ D. Luft				1									
ITD / M. Wasdahl		1		1			1						
Public Participation Committee/J. Ross		1		1			1						
Valley Regional Transit/ R. Jalbert													
Ex officio Members													
Chamber of Commerce - Ada County/M.Tate		1		1									
Chamber of Commerce- Canyon Co./T. Kasper													
COMPASS/C. Miller		1		1			1						
Development Community - Ada County/C.Findlay													
Major Utilities / B. Snow/B. Defenbach							1						
Development Community - Canyon County/ G. Manship				1									

REGIONAL TECHNICAL ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	Jan '14	Feb '14	Mar '14	Apr '14 No Mtg	May '14	June '14 No Mtg	July '14	Aug '14	Sept '14 No Mtg	Oct '14	Nov '14	Dec '14	TOTAL
General Members													
ACHD/S. Anderson/T.Ferch	1	1	1		1			1					5
Ada County /R. Beck/M. Leatherman	1	1	1		1		1	1					6
BSU/N. Nimmmons	1	1			1			1					4
Canyon County / J. Almeida, D. Root, P. Nilsson		1	1		1		1	1					5
Canyon Highway District #4/C. Hopper	1	1			1		1	1					5
City of Boise/ D. Fluke/ K. Lacey/K. Gallagher	1	1	1		1		1	1					6
City of Caldwell/R. MacDonald		1			1		1	1					4
City of Eagle/N. Baird Spencer		1			1		1	1					4
City of Garden City/J. Thornborrow			1										1
City of Kuna/W. Howell	1	1	1		1			1					5
City of Meridian/J. Lucas	1	1	1		1			1					5
City of Middleton/D. Taylor													0
City of Nampa/C. Bowman/L. Grady		1	1		1		1	1					5
City of Parma/N. Leigh													0
City of Star/N. Mitchell													0
IDEQ/M. Toole			1										1
ITD/vacant as of 3/24/14													0
Nampa Highway District #1/E. Shannon	1	1	1		1			1					5
Public Participation Committee/D. Smith		1	1				1	1					4
Valley Regional Transit/Margaret Havey	1	1	1		1		1	1					6
Ex officio Members													
Central District Health/R. Howarth	1				1		1						3
COMPASS/D. Matson	1	1	1				1	1					5
Governor's Office/D. Hensley													0

TRANSPORTATION MODEL ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	Jan '14	Feb '14 No Mtg	Mar '14	April '14 No Mtg	May '14 No Mtg	June '14 No Mtg	July '14	Aug '14 No Mtg	Sept '14	Oct '14	Nov '14	Dec '14	TOTAL
Nampa Highway District #1/E. Shannon													
ACHD/ <i>S. Martin , A. Pillai</i>	1		1						1				3
Ada County Development Services/ <i>M. Basham</i>													0
Canyon County/ <i>J. Almeida, P. Nilsson</i>	1												1
Canyon Highway District/ <i>No. 4/T. Richard</i>			1						1				2
City of Boise/ <i>K. Gallagher or A. Tuning</i>	1		1				1		1				4
City of Meridian/ <i>A. Petersen</i>	1								1				2
City of Nampa/ <i>/C. Bowman/J. Barnes</i>	1		1				1		1				4
IDEQ/ <i>D. Luft</i>	1								1				2
ITD/ <i>K. Sablan & D. Szplett</i>	1		1				1		1				4
Nampa Highway District #1/ <i>E. Shannon</i>													
Public Participation Committee/ <i>J. Madsen</i>			1						1				2
Valley Regional Transit/ <i>R. Jalbert</i>													0
Appointed Transportation/Land Use/Air Quality Professionals													
<i>Stephen Lewis, Keller Associates</i>	1						1		1				3
<i>Jim Pline, Pline Engineering</i>	1		1				1						3
<i>Jay Witt , URS Washington Division</i>	1		1				1		1				4
Ex officio Members													
COMPASS/ <i>M. Waldinger</i>	1						1		1				3

REGIONAL GEOGRAPHIC ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	Jan '14 No Mtg	Feb '14	Mar '14	Apr '14 No Mtg	May '14	Jun '14 No Mtg	July '14 No Mtg	Aug '14 No Mtg	Sept '14	Oct '14	Nov '14	Dec '14	TOTAL
Nampa Highway Distr. #1/Eric Shannon													
Ada County Assessors/A .Kawalec		1	1		1				1				4
Ada County Development Services/M. Basham		1	1						1				
Ada County Highway District/C. Spencer		1			1								2
Ada County Sheriff Office/T. Tyson		1	1		1				1				
Canyon County Development Services/S. Higuera		1											1
Canyon Highway District No. 4/K. Knapp													
Canyon County Sheriff Office/F. Smith		1	1		1								0
City of Boise/J. Hetherington		1	1		1				1				4
City of Caldwell/D. Marston		1							1				2
City of Eagle/R. Dodge		1			1								2
City of Garden City/E.Akin													0
City of Kuna/M. Borzick			1		1								2
City of Meridian/R. Jack		1			1				1				3
City of Nampa/C. Tarter		1	1		1				1				4
ITD/B. Lacabanne			1		1								2
Nampa Highway Distr. #1/Eric Shannon													0
Public Participation Committee/M. Gaddi/K. Watkins													0
Ex officio Members													
COMPASS/E. Adolfsen		1	1		1				1				4



Memorandum

To: Matt Stoll, Executive Director
From: Toni Tisdale, Principal Planner
Date: October 8, 2014
Re: **Request for Approval of Administrative Modification #15 for the FY2014-2018 Regional Transportation Improvement Program**

ACTION REQUESTED:

Approval of Administrative Modification #15 for the FY2014-2018 Regional Transportation Improvement Program (TIP).

BACKGROUND:

The FY2014-2018 Regional Transportation Improvement Program (TIP) is the official TIP until the FY2015-2019 TIP is federally approved later this year. New projects, or those including changes, in FY2015 in the FY2015-2019 TIP, requiring obligation of funds in the first quarter (October 1 through December 31, 2014), need to be changed in the FY2014-2018 TIP to ensure timely obligations.

Major changes will be processed through an amendment. These minor changes are allowed to be processed through an administrative modification.

STATUS:

Per staff review of Changes for the FY2015-2019 Update, October 6, 2014:

- **The following projects are carried over from FY2014 to FY2015 because they were not obligated in FY2014:**
 - 11350 – Transit – Boise State University Maintenance Facility – FY2008
 - 12754 – Transit – Capital Enhancements, Boise – FY2013
 - 12760 – Transit – Associated Capital Improvements, Nampa – FY2013
 - 12764 – Transit – Planning, Nampa – FY2013
 - 12778 – Transit – Associated Capital Enhancements, Nampa – FY2014
 - 12779 – Transit – Capital Lease or Purchase and Maintenance, Nampa – FY2014
 - 12780 – Transit – Fixed Line and Demand Response, Nampa – FY2014
 - 12781 – Transit – Demand Response Operations, Nampa – FY2014
 - 12782 – Transit – Planning, Nampa – FY2014
 - 12783 – Transit – Preventive Maintenance, Nampa – FY2014
 - 13226 – Transit – Valley Regional Transit Technology, Boise – FY2014
 - 13827 – Transit – Capital Lease or Purchase and Maintenance, Boise – FY2013
 - 13828 – Transit – Capital Purchase and Maintenance, Boise – FY2013
 - 13830 – Transit – Technology Implementation, VRT – FY2013
 - 13831 – Transit – Capital Lease or Purchase and Maintenance, Nampa – FY2013
 - 14218 – Transit – Capital Lease or Maintenance, Nampa – FY2014
 - 14221 – Transit – Capital Lease or Purchase and Maintenance, Boise – FY2014

- 14227 – Transit – Mobility Implementation, Nampa – FY2014
- 14245 – Transit – Purchase of Service Admin. and Implementation, Boise – FY2014
- 14261 – Transit – Bike/Pedestrian Improvements, Nampa – FY2014
- 14266 – Transit – YMCA GoRide Community Service, Caldwell YMCA – FY2014
- 14268 – Transit – Replacement Vehicles, ACHD, Commuteride – FY2014
- 14375 – Transit – Capital Safety and Security, Nampa – FY2014
- 14376 – Transit – Mobility Programs Operations, Nampa – FY2014
- **The following projects are carried over from FY2012. The delay was due to an error at FTA in posting the obligation to the wrong demographic area:**
 - 12174 – Transit – Fixed Line and Demand Response Operations, Nampa
 - 12177 – Transit – Preventive Maintenance, Nampa
 - 12179 – Transit – Capital Lease or Purchase and Maintenance, Nampa
- **I-84, Pavement Striping – FY2015 (12343)** – increase construction by \$49,000 due to new cost estimate and to mirror update.
- **Metropolitan Planning – FY2015 (12381)** – decrease preliminary engineering consultant by \$78,000 to mirror update.
- **Transit – Acquisition and Service Eagle and Meridian, Boise (12802)** – decrease construction by \$5,000 and add details to the title to mirror update.
- **District 3 Ramp Pavement Improvements – FY2015 (13456)** – increase construction by \$280,000 due to new cost estimate and to mirror update.
- **Old Highway 30, Plymouth Street Bridge, Caldwell (13494)** – increase preliminary engineering by \$3,000 and preliminary engineering consultant by \$201,000 due to new cost estimate, and delay right-of-way to FY2017 to mirror update.
- **Greenbelt, Garden City to Americana Boulevard, Boise (13514)** – increase overall costs by \$305,000 over several funding sources and remove local participating funding, to mirror update.
- **Metropolitan Planning Transit – FY2015 (13797)** – increase preliminary engineering consultant by \$45,000 to mirror update.
- **US 20/26, Smeed Parkway to Middleton Road, Caldwell (13921)** – decrease preliminary engineering by \$175,000 due to new cost estimate and to mirror update.
- **Sidewalk, North Middleton Road, Middleton (14343)** – make corrections to funding source. Remove local participating and increase local match on federal source to match ITD and mirror update.

Details of the changes are provided in Attachment 1.

Approval:

All changes for Administrative Modification #15, as provided in this memorandum and detailed on Attachment 1, are approved as of October 9, 2014.

**Matthew J. Stoll, Executive Director
Community Planning Association**

Attachment (1)

pc: 685.03
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Administrative Modification #15
 FY2014-2018 Regional Transportation Improvement Program
 Per Review of Changes for the FY2015-2019 Update, October 6, 2014

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
11350	Transit – Boise State University Maintenance Facility - FY2008	PE							0
		PC							0
	Funding Source: FTA 5307 LU Provides for a bus maintenance facility, park and ride lot, bus storage, and bus wash off the Boise State University campus. (Federal = \$86,000.) <i>Carryover from FY2014.</i>	RW							0
		UT							0
		CE							0
		CN	108 0	108					108
		Sum	108 0	0 108	0	0	0	0	108
12174	Transit - Fixed Line and Demand Response Operations, Nampa	PE							0
		PC							0
	Funding Source: FTA 5307 Provide operating funds for demand response service in the Nampa Urbanized Area. (Federal = \$413,000.) <i>Carry over from 2012; delay due to FTA error.</i>	RW							0
		UT							0
		CE							0
		CN		0 516					0 516
		Sum	0	0 516	0	0	0	0	0 516
12177	Transit - Preventive Maintenance, Nampa	PE							0
		PC							0
	Funding Source: FTA 5307 Provide preventive maintenance support for fixed route and demand response service in the Nampa Urbanized Area. (Federal = \$65,000.) <i>Carry over from 2012; delay due to FTA error.</i>	RW							0
		UT							0
		CE							0
		CN		0 81					0 81
		Sum	0	0 81	0	0	0	0	0 81
12179	Transit - Capital Lease or Purchase and Maintenance, Nampa	PE							0
		PC							0
	Funding Source: FTA 5307 Provide vehicle lease or purchase for fixed line, demand response, and support activities, and	RW							0
		UT							0
		CE							0
		CN		0 962					0 962

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	associated equipment and maintenance in the Nampa Urbanized Area. (Federal = \$769,438.) Carry over from 2012; delay due to FTA error.	Sum	0	0 <u>962</u>	0	0	0	0	0 <u>962</u>
12343	I-84, Pavement Striping - FY2015	PE	10						10
		PC							0
	Funding Source: Traffic Operations Restripe I-84 corridor. Total cost \$286,000 <u>\$341,000</u> (59% Ada County and 41% Elmore County). Increase CN by \$49,000 due to new cost estimate and to mirror update.	RW							0
		UT							0
		CE			37				37
		CN	0		245 <u>294</u>				245 <u>294</u>
		Sum	10		282 <u>331</u>	0	0	0	0
12381	Metropolitan Planning - FY2015	PE							0
		PC			1,128 <u>1,050</u>				1,128 <u>1,050</u>
	Funding Source: Other Federal Metropolitan planning funds from the Federal Highway Administration. Decrease PC by \$78,000 to mirror update.	RW							0
		UT							0
		CE							0
		CN							0
		Sum	0		1,128 <u>1,050</u>	0	0	0	0
12754	Transit - Capital Enhancements, Boise - FY2013	PE							0
		PC							0
	Funding Source: FTA 5307 LU Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Boise Urbanized Area. (Federal = \$32,000.) Carryover from FY2014.	RW							0
		UT							0
		CE							0
		CN	40 <u>0</u>						40 <u>40</u>
		Sum	40 <u>0</u>		0 <u>40</u>	0	0	0	0
12760	Transit - Associated Capital Improvements, Nampa - FY2013	PE							0
		PC							0
	Funding Source: FTA 5307 SU	RW							0
		UT							0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							SUM
		Phase	2014	2015	2016	2017	2018	PD	
	Provide enhancements including sidewalk enhancements, bicycle facility enhancements, shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Nampa Urbanized Area. Project also includes three bicycles/pedestrian improvement projects in the City of Nampa. (Federal share = \$713,000.)	CE							0
		CN	891 0	891					891
		Sum	891 0	0	0	0	0	0	891
Carryover from FY2014.									
12764	Transit - Planning, Nampa - FY2013	PE							0
		PC	153 0	153					153
	Funding Source: FTA 5307 SU Support planning efforts in the Nampa Urbanized Area. (Federal = \$122,000.)	RW							0
		UT							0
		CE							0
		CN							0
	Sum	153 0	0	0	0	0	0	153	
	Carryover from FY2014.								
12778	Transit - Associated Capital Enhancements, Nampa - FY2014	PE							0
		PC							0
	Funding Source: FTA 5307 SU Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Nampa Urbanized Area. (Federal = \$115,000.)	RW							0
		UT							0
		CE							0
		CN	144 0	144					144
	Sum	144 0	0	0	0	0	0	144	
	Carryover from FY2014.								
12779	Transit - Capital Lease or Purchase and Maintenance, Nampa - FY2014	PE							0
		PC							0
	Funding Source: FTA 5307 SU Provide vehicle lease or purchase for fixed line, demand response, and support activities and association equipment and maintenance in the	RW							0
		UT							0
		CE							0
		CN	21 0	21					21
	Sum	21 0	0	0	0	0	0	21	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Phase	2014	2015	2016	2017	2018	PD	SUM	
	Nampa Urbanized Area. (Federal = \$17,000.) <i>Carryover from FY2014.</i>		0	21						
12780	Transit - Fixed Line and Demand Response, Nampa - FY2014	PE							0	
		PC	944 0	944					944	
	Funding Source: FTA 5307 SU Provide transit operations and administration in the Nampa Urbanized Area. (Federal = \$472,000.) <i>Carryover from FY2014.</i>	RW							0	
		UT							0	
		CE							0	
		CN							0	
		Sum	944 0	0 944	0	0	0	0	0	944
12781	Transit - Demand Response Operations, Nampa - FY2014	PE							0	
		PC							0	
	Funding Source: FTA 5307 SU Provide operating funds for demand response service in the Nampa Urbanized Area. (Federal = \$66,000.) <i>Carryover from FY2014.</i>	RW							0	
		UT							0	
		CE							0	
		CN	83 0	83					83	
		Sum	83 0	0 83	0	0	0	0	0	83
12782	Transit - Planning, Nampa - FY2014	PE							0	
		PC	251 0	251					251	
	Funding Source: FTA 5307 SU Support planning efforts in the Nampa Urbanized Area. (Federal share = \$201,000.) <i>Carryover from FY2014.</i>	RW							0	
		UT							0	
		CE							0	
		CN							0	
		Sum	251 0	0 251	0	0	0	0	0	251
12783	Transit - Preventive Maintenance, Nampa - FY2014	PE							0	
		PC							0	
	Funding Source: FTA 5307 SU Provide preventive maintenance support for fixed route and demand responsive transit service in the Nampa Urbanized Area. (Federal share = \$191,000.)	RW							0	
		UT							0	
		CE							0	
		CN	239 0	239					239	
		Sum	239 0	0 239	0	0	0	0	0	239

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	Carryover from FY2014.								
12802	Transit – Purchase Acquisition of Service Admin. and Implementation Eagle and Meridian , Boise – FY2015	PE							0
		PC							0
	Funding Source: FTA 5310 LU Provide administration and implementation of purchase of service in the cities of Eagle and Meridian for service in the Boise urbanized area. (Federal share = \$230,000- \$209,000.) Decrease CN by \$5,000 and specify for Eagle/Meridian service to mirror update.	RW							0
		UT							0
		CE							0
		CN		266					266
				261					261
Sum	0	266	0	0	0	0	266		
		261					261		
13226	Transit - Valley Regional Transit Technology, Boise - FY2014	PE							0
		PC							0
	Funding Source: FTA 5339 LU Purchase equipment to implement Valley Regional Transit's Technology Plan in the Boise Urbanized Area. (Federal = \$120,000.) Carryover from FY2014.	RW							0
		UT							0
		CE							0
		CN	150	0	150				150
			150	0	0				150
Sum	150	0	150	0	0	0	150		
		0	150	0	0	0	150		
13456	District 3 Ramp Pavement Improvements - FY2015	PE							0
		PC							0
	Funding Source: Pavement Preservation Pavement resurfacing. Total cost \$1,683,000 \$1,912,000 (40% in Payette County, 27% in Canyon County, 19% in Ada County and 14% in Elmore County). Increase CN by \$280,000 due to new cost estimate and to mirror update.	RW							0
		UT							0
		CE			148				148
		CN			1,484				1,484
					1,764				1,764
Sum	0		1,632	0	0	0	1,632		
		0	1,912	0	0	0	1,912		
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	PE		20				20	
				53				53	
	PC		428					428	
			629				629		
Funding Source: Bridge (Local)	RW			146	0	146		146	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	Replace the Plymouth Street bridge with a new two-lane structure. The existing bridge will remain in place and used as a bicycle and pedestrian bridge. Increase PE by \$33,000 and PC by \$201,000 due to new cost estimate; delay RW to 2017 to mirror update.	UT							0
		CE						830	830
		CN						5,539	5,539
		Sum	0	448 682	146 0	0 146	0	6,369	6,963 7,197
13494	Old Highway 30, Plymouth Street Bridge, Caldwell Funding Source: STP-U Same as above. No change to this funding source.	PE						5	5
		PC						435	435
		RW						171	171
		UT							
		CE						278	278
		CN						1,388	1,388
		Sum	0	0	0	0	0	2,277	2,277
13514	Greenbelt, Garden City to Americana Boulevard, Boise Funding Source: STP-TMA Construct a new 12-foot wide paved pathway south of the Boise River to fill a significant 4,100 linear foot gap in the greenbelt system. The pathway will extend from Main Street (Joe's Crab Shack) to Ann Morrison Park at Americana Boulevard to serve pedestrians and bicyclists. Increase overall costs by \$305,000 to mirror update.	PE							0
		PC		0 71					0 71
		RW		40 110					40 110
		UT		50					50
		CE		140 245					140 245
		CN		791 725	125				791 850
		Sum	0	1,021 1,201	0 125	0	0	0	1,021 1,326
13514	Greenbelt, Garden City to Americana Boulevard, Boise Funding Source: TAP-TMA Same as above.	PE							0
		PC	21						21
		RW							0
		UT							0
		CE							0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							SUM
		Phase	2014	2015	2016	2017	2018	PD	
	Increase CN in FY2016 by \$68,000 to mirror update.	CN		220	187 255				407 475
		Sum	21	220	187 255	0	0	0	428 496
13514		Greenbelt, Garden City to Americana Boulevard, Boise	PE						
	Funding Source: Community Choices Same as above. Add \$378,000 in CN funds in FY2016. Note local match is 13.5%.	PC							0
		RW							0
		UT							0
		CE							0
		CN			0 378				0 378
		Sum	0	0	0 378	0	0	0	0 378
13514	Greenbelt, Garden City to Americana Boulevard, Boise	PE							
	Funding Source: Local Participating Same as above. Remove this funding source. Replaced with Community Choices to mirror update.	PC							
		RW		70 0					70 0
		UT							
		CE							
		CN		308 0					308 0
		Sum	0	378 0		0	0	0	378 0
13797	Metropolitan Planning Transit - FY2015	PE							0
	Funding Source: FTA 5303 Metropolitan planning organization (MPO) planning funds from the Federal Transit Administration. (Federal = \$228,000 \$270,000) (Update KN T313) Increase PC by \$45,000 to mirror update.	PC		246 291					246 291
		RW							0
		UT							0
		CE							0
		CN							0
		Sum	0	246 291	0	0	0	0	246 291
13827	Transit - Capital Lease or Purchase and Maintenance, Boise - FY2013	PE							0
	Funding Source: FTA 5339 LU Provide vehicle lease or purchase for fixed line, demand response, and support activities and associated equipment and maintenance in the	PC							0
		RW							0
		UT							0
		CE							0
		CN	324 0	324					324
		Sum	324	0	0	0	0	0	324

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	Boise Urbanized Area. (Federal = \$259,000.) Carryover from FY2014.		0	324					
13828	Transit - Capital Purchase and Maintenance, Boise - FY2013	PE							0
		PC							0
	Funding Source: FTA 5310 LU Project is a "acquisition of service" sponsored by Valley Regional Transit and pass-through to Treasure Valley Transit to provide rides for seniors and persons with disabilities in the Meridian and Eagle areas who are unable to access transportation through volunteer driver programs or limited senior center transportation services. (Federal = \$210,000.) Carryover from FY2014.	RW							0
		UT							0
		CE							0
		CN	263 0	263					263
		Sum	263 0	0 263	0	0	0	0	263
13830	Transit - Technology Implementation, VRT - FY2013	PE							0
		PC							0
	Funding Source: FTA 5339 LU This project will install automatic passenger counters, fare collection system upgrades, driver vehicle entry system for vehicle sharing pool and smart bus technology. (Federal = \$80,000.) Carryover from FY2014.	RW							0
		UT							0
		CE							0
		CN	100 0	100					100
		Sum	100 0	0 100	0	0	0	0	100
13831	Transit - Capital Lease or Purchase and Maintenance, Nampa - FY2013	PE							0
		PC							0
	Funding Source: FTA 5307 SU Provide vehicle lease or purchase for fixed line, demand response, and support activities and associated equipment and maintenance in the Nampa Urbanized Area. (Federal = \$22,000.) Carryover from FY2014.	RW							0
		UT							0
		CE							0
		CN	27 0	27					27
		Sum	27 0	0 27	0	0	0	0	27

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
13921	US 20/26, Smeed Parkway to Middleton Road, Caldwell	PE	300	300 150	175 150				775 600
		PC							0
	Funding Source: Early Development (ED) Design a project to reconstruct, realign, and widen US 20/26 from Smeed Parkway to Middleton Road in Caldwell. Construction expected to cost \$11.235 million but is considered "unfunded." Decrease PE by \$175,000 due to new cost estimate and to mirror update.	RW							0
		UT							0
		CE							0
		CN							0
		Sum	300	300 150	175 150				775 600
14218	Transit - Capital Lease or Purchase and Maintenance, Nampa - FY2014	PE							0
		PC							0
	Funding Source: FTA 5339 SU Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Nampa Urbanized Area. (Federal = \$215,000.) Carryover from FY2014.	RW							0
		UT							0
		CE							0
		CN	259 0	259					259
		Sum	259 0	0 259	0	0	0	0	259
14221	Transit - Capital Lease or Purchase and Maintenance, Boise - FY2014	PE							0
		PC							0
	Funding Source: FTA 5339 LU Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Boise Urbanized Area. (Federal = \$154,000.) Carryover from FY2014.	RW							0
		UT							0
		CE							0
		CN	193 0	193					193
		Sum	193 0	0 193	0	0	0	0	193
14227	Transit - Mobility Implementation, Nampa - FY2014	PE							0
		PC							0
	Funding Source: FTA 5307 SU	RW							0
		UT							0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	Provide implementation of mobility services in the Nampa Urbanized Area. (Federal = \$145,000.)	CE							0
		CN	181 0	181					181
	Carryover from FY2014.	Sum	181 0	0	0	0	0	0	181
14245	Transit - Purchase of Service Admin. and Implementation, Boise - FY2014	PE							0
		PC							0
	Funding Source: FTA 5310 LU	RW							0
		UT							0
	Provide administration and implementation of purchase of service in the Cities of Meridian and Eagle in the Boise Urbanized Area. (Federal = \$229,000.)	CE							0
		CN	286 0	286					286
	Carryover from FY2014.	Sum	286 0	0	0	0	0	0	286
14261	Transit - Bike/Pedestrian Improvements, Nampa - FY2014	PE							0
		PC							0
	Funding Source: FTA 5307 SU	RW							0
		UT							0
	Project to improve bicycle and pedestrian facilities at South Stanform Street. Project will place a culvert and provide a pathway extension. (Federal = \$149,000.)	CE							0
		CN	186 0	186					186
	Carryover from FY2014.	Sum	186 0	0	0	0	0	0	186
14266	Transit - YMCA GoRide Community Service, Caldwell YMCA - FY2014	PE							0
		PC							0
	Funding Source: FTA 5307 SU	RW							0
		UT							0
	Provide service between Caldwell schools and the YMCA. (Federal = \$55,000.)	CE							0
		CN	109 0	109					109
	Carryover from FY2014.	Sum	109 0	0	0	0	0	0	109
14268	Transit - Replacement Vehicles, ACHD, Commuteride - FY2014	PE							0
		PC							0
	Funding Source: FTA 5307 SU	RW							0
		UT							0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	Provide up to five (5) replacement vehicles for service starting in the Nampa Urbanized Area. (Federal = \$140,000.)	CE							0
		CN	175 0	175					175
	Carryover from FY2014.	Sum	175 0	0 175	0	0	0	0	175
14343	Sidewalk, North Middleton Road, Middleton	PE							0
		PC							0
	Funding Source: Local Participating	RW							0
		UT							0
	Install sidewalks along North Middleton Road on the west side, from Triumph Drive south 225 feet to connect to existing sidewalks. Cost \$60,000.	CE							0
		CN		15 0					15 0
	Remove funding source. Replace with higher match in federal source.	Sum	0	15 0	0	0	0	0	15 0
14343	Sidewalk, North Middleton Road, Middleton	PE							0
		PC	8						8
	Funding Source: TAP-State	RW							0
	Same as above.	UT							0
		CE							0
	Increase CN by \$15,000 to match funding source structure by ITD and mirror update. (Note, local match is 20%)	CN		37 52					37 52
		Sum	8	37 52	0	0	0	0	45 60
14375	Transit - Capital, Safety and Security, Nampa - FY2014	PE							0
		PC							0
	Funding Source: FTA 5307 SU	RW							0
	Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system in the Nampa Urbanized Area. (Federal share = \$24,000.)	UT							0
		CE							0
		CN	30 0	30					0
	Carryover from FY2014.	Sum	30 0	0 30	0	0	0	0	0
14376	Transit - Mobility Programs Operations, Nampa - FY2014	PE							0
		PC							0
	Funding Source: FTA	RW							0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							SUM
		Phase	2014	2015	2016	2017	2018	PD	
	5307 SU	UT							0
	Provides operations for mobility management programs in the Nampa Urbanized Area. (Federal = \$114,000.)	CE							0
		CN	228 0	228					228
		Sum	228 0	0 228		0	0	0	0
	Carryover from FY2014.								

PE = Preliminary Engineering

PC = Preliminary Engineering Consultant

RW = Right-of-Way

STP-U = Surface Transportation Program - Urban

FTA = Federal Transit Administration

LU = Large Urban

UT = Utilities

CE = Construction Engineering

CN = Construction

STP-TMA = Surface Transportation Program - Transportation Management Area (Boise)

SU = Small Urban

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